



# Hongkong Daily Press

AT THE PLAY

You can have the combined advantage of referring to your programme and watching the stage with equal ease of vision by wearing

THESE GLASSES

Supplied by

N. LAZARUS  
OPHTHALMIC OPTICIAN,  
25, Queen's Road Central, HONGKONG.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 19,453

號三十五百四千九萬一第

日四廿月八年申庚

HONGKONG, TUESDAY, OCTOBER 5TH, 1920.

二拜禮

號五十月九年九國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS  
**ALLSOPPS**  
**BRITISH**  
**PILSENER BEER**  
BREWED AND BOTTLED AT  
**BURTON-ON-TRENT.**  
  
SOLE AGENTS:  
**CALDBECK,**  
**MACGREGOR &**  
**CO., LTD.**  
14, QUEEN'S ROAD CENTRAL.  
Tel. No. 75.

**CARTRIDGES!**  
NEWLY ARRIVED.

A large consignment of **ELBY'S** SPORTING CARTRIDGES, 12, 16, and 20 bore, loaded with the Sportsman's favorite powders—E. O. and SMOKELESS DIAMOND.

**THE HONGKONG SPORTING ARMS**  
AND AMMUNITION STORE,  
Nos. 4-6, Beaconsfield Arcade.

**A LING & CO.**  
18, QUEEN'S ROAD CENTRAL,  
Hongkong.

**FURNITURE AND PHOTO GOODS**  
STORE  
GLASS ENGRAVING, SIGN-BOARD AND  
MIRROR MAKING  
CANTON MARBLE IN VARIOUS SHAPES  
Photographic Goods of Every Description  
on Stock.  
Developing, PRINTING and ENLARGING.  
UNDERGLASS,  
TELEPHONE 1519.

**FRENCH LESSONS**

G. MOUSSON,

14, MORRISON HILL ROAD.

**PEAK TRAMWAY CO.,**  
LIMITED.

TIME-TABLE.

Week Days  
7.00 a.m. to 8.00 a.m. every 15 minutes  
8.00 " 9.30 " 10 " 15 "  
9.30 " 11.00 " 15 " 15 "  
11.30 " 12.30 p.m. 15 " 15 "  
12.30 p.m. to 1.00 p.m. 15 " 15 "  
1.00 p.m. to 1.30 p.m. 15 " 15 "  
1.30 p.m. to 2.00 p.m. 15 " 15 "  
2.00 " 3.00 " 15 " 15 "  
3.00 " 4.00 " 15 " 15 "

Winter Cars  
8.50 p.m. to 9.30 p.m. every 30 minutes  
9.30 p.m. to 11.30 p.m. every 30 minutes  
11.45 p.m.

SATURDAYS  
Extra Car—12 midnight.

SUNDAYS  
7.30 a.m.  
8.00 a.m. to 10.30 a.m. every 15 minutes  
10.30 " 11.00 " 15 " 15 "  
11.30 " 12.00 noon 15 " 15 "  
12.00 noon to 1.00 p.m. 15 " 15 "  
1.00 p.m. to 1.30 p.m. 15 " 15 "  
1.30 p.m. to 2.00 p.m. 15 " 15 "  
2.00 " 3.00 " 15 " 15 "  
3.00 " 4.00 " 15 " 15 "

Winter Cars  
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

## KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through Express	No. 3 Local	No. 4 Through Sign.	No. 5 Local	No. 6 Through Express	No. 7 Local	No. 8 Through Express	No. 9 Local	No. 10 Through Express	No. 11 Local	No. 12 Through Express	No. 13 Local	No. 14 Through Express	No. 15 Local
CANTON (at the Dock) dep.	7.30	7.45	8.15	8.30	9.00	9.15	9.45	10.00	10.30	10.45	11.15	11.30	12.00	12.15	12.45
Shek Kwei	7.37	7.52	8.22	8.37	9.07	9.22	9.52	10.07	10.37	10.52	11.22	11.37	12.07	12.22	12.52
Shinghai	7.44	7.59	8.29	8.44	9.14	9.29	9.59	10.14	10.44	10.59	11.29	11.44	12.14	12.29	12.59
Shinghai	7.51	8.06	8.36	8.51	9.21	9.36	10.06	10.21	10.51	11.06	11.36	12.06	12.21	12.51	13.06
Shinghai	7.58	8.13	8.43	8.58	9.28	9.43	10.13	10.28	10.58	11.13	11.43	12.13	12.28	12.58	13.13
Shinghai	8.05	8.20	8.50	9.05	9.35	9.50	10.20	10.35	11.05	11.20	11.50	12.20	12.35	13.05	13.20
Shinghai	8.12	8.27	8.57	9.12	9.42	9.57	10.27	10.42	11.12	11.27	11.57	12.27	12.42	13.12	13.27
Shinghai	8.19	8.34	9.04	9.19	9.49	10.04	10.34	10.49	11.19	11.34	12.04	12.19	12.49	13.19	13.34
Shinghai	8.26	8.41	9.11	9.26	9.56	10.11	10.41	10.56	11.26	11.41	12.11	12.26	12.56	13.26	13.41
Shinghai	8.33	8.48	9.18	9.33	10.03	10.18	10.48	11.03	11.33	11.48	12.18	12.33	13.03	13.18	13.48
Shinghai	8.40	8.55	9.25	9.40	10.10	10.25	10.55	11.10	11.40	11.55	12.25	12.40	13.10	13.25	13.55
Shinghai	8.47	9.02	9.32	9.47	10.17	10.32	11.02	11.17	11.47	12.02	12.32	12.47	13.17	13.32	14.02
Shinghai	8.54	9.09	9.39	9.54	10.24	10.39	11.09	11.24	11.54	12.09	12.39	12.54	13.24	13.39	14.09
Shinghai	9.01	9.16	9.46	10.01	10.31	10.46	11.16	11.31	12.01	12.16	12.46	13.01	13.16	13.46	14.01
Shinghai	9.08	9.23	9.53	10.08	10.38	10.53	11.23	11.38	12.08	12.23	12.53	13.08	13.23	13.53	14.08
Shinghai	9.15	9.30	10.00	10.15	10.45	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30	15.00	15.30
Shinghai	9.22	9.37	10.07	10.22	10.52	11.07	11.37	12.07	12.37	13.07	13.37	14.07	14.37	15.07	15.37
Shinghai	9.29	9.44	10.14	10.29	10.59	11.14	11.44	12.14	12.44	13.14	13.44	14.14	14.44	15.14	15.44
Shinghai	9.36	9.51	10.21	10.36	11.06	11.21	11.51	12.21	12.51	13.21	13.51	14.21	14.51	15.21	15.51
Shinghai	9.43	9.58	10.28	10.43	11.13	11.28	11.58	12.28	12.58	13.28	13.58	14.28	14.58	15.28	15.58
Shinghai	9.50	10.05	10.35	10.50	11.20	11.35	12.05	12.35	13.05	13.35	14.05	14.35	15.05	15.35	16.05
Shinghai	9.57	10.12	10.42	10.57	11.27	11.42	12.12	12.42	13.12	13.42	14.12	14.42	15.12	15.42	16.12
Shinghai	10.04	10.19	10.49	11.04	11.34	11.49	12.19	12.49	13.19	13.49	14.19	14.49	15.19	15.49	16.19
Shinghai	10.11	10.26	10.56	11.11	11.41	11.56	12.26	12.56	13.26	13.56	14.26	14.56	15.26	15.56	16.26
Shinghai	10.18	10.33	11.03	11.18	11.48	12.03	12.33	13.03	13.33	14.03	14.33	15.03	15.33	16.03	16.33
Shinghai	10.25	10.40	11.10	11.25	11.55	12.25	12.55	13.25	13.55	14.25	14.55	15.25	15.55	16.25	16.55
Shinghai	10.32	10.47	11.17	11.32	12.02	12.32	13.02	13.32	14.02	14.32	15.02	15.32	16.02	16.32	17.02
Shinghai	10.39	10.54	11.24	11.39	12.09	12.39	13.09	13.39	14.09	14.39	15.09	15.39	16.09	16.39	17.09
Shinghai	10.46	11.01	11.31	11.46	12.16	12.46	13.16	13.46	14.16	14.46	15.16	15.46	16.16	16.46	17.16
Shinghai	10.53	11.08	11.38	11.53	12.23	12.53	13.23	13.53	14.23	14.53	15.23	15.53	16.23	16.53	17.23
Shinghai	11.00	11.15	11.45	12.00	12.30	13.00	13.30	14.00	14.30	15.00	15.30	16.00	16.30	17.00	17.30
Shinghai	11.07	11.22	11.52	12.07	12.37	13.07	13.37	14.07	14.37	15.07	15.37	16.07	16.37	17.07	17.37
Shinghai	11.14	11.29	11.59	12.14	12.44	13.14	13.44	14.14	14.44	15.14	15.44	16.14	16.44	17.14	17.44
Shinghai	11.21	11.36	12.06	12.21	12.51	13.21	13.51	14.21	14.51	15.21	15.51	16.21	16.51	17.21	17.51
Shinghai	11.28	11.43	12.13	12.28	12.58	13.28	13.58	14.28	14.58	15.28	15.58	16.28	16.58	17.28	17.58
Shinghai	11.35	11.50	12.20	12.35	13.05	13.35	14.05	14.35	15.05	15.35	16.05	16.35	17.05	17.35	18.05
Shinghai	11.42	11.57	12.27	12.42	13.12	13.42	14.12	14.42	15.12	15.42	16.12	16.42	17.12	17.42	18.12
Shinghai	11.49	12.04	12.34	12.49	13.19	13.49	14.19	14.49	15.19	15.49	16.19	16.49	17.19	17.49	18.19
Shinghai	11.56	12.11	12.41	12.56	13.26	13.56	14.26	14.56	15.26	15.56	16.26	16.56	17.26	17.56	18.26
Shinghai	12.03	12.18	12.48	13.03	13.33	14.03	14.33	15.03	15.33	16.03	16.33	17.03	17.33	18.03	18.33
Shinghai	12.10	12.25	12.55	13.10	13.40	14.10	14.40	15.10	15.40	16.10	16.40	17.10	17.40	18.10	18.40
Shinghai	12.17	12.32	13.02	13.17	13.47	14.17	14.47	15.17	15.47	16.17	16.47	17.17	17.47	18.17	18.47
Shinghai	12.24	12.39	13.09	13.24	13.54	14.24	14.54	15.24	15.54	16.24	16.54	17.24	17.54	18.24	18.54
Shinghai	12.31	12.46	13.16	13.31	14.01	14.31	15.01	15.31	16.01	16.31	17.01	17.31	18.01	18.31	19.01
Shinghai	12.38	12.53	13.23	13.38	14.08	14.38	15.08	15.38	16.08	16.38	17.08	17.38	18.08	18.38	19.08
Shinghai	12.45	13.00	13.30	13.45	14.15	14.45	15.15	15.45	16.15	16.45	17.15	17.45	18.15	18.45	19.15
Shinghai	12.52	13.07	13.37	13.52	14.22	14.52	15.22	15.52	16.22	16.52	17.22	17.52	18.22	18.52	19.22
Shinghai	12.59	13.14	13.44	13.59	14.29	14.59	15.29	15.59	16.29	16.59	17.29	17.59	18.29	18.59	19.29
Shinghai	13.06	13.21	13.51	14.06	14.36	15.06	15.36	16.06	16.36	17.06	17.36	18.06	18.36	19.06	19.36
Shinghai	13.13	13.28	13.58	14.13	14.43	15.13	15.43	16.13	16.43	17.13	17.43	18.13	18.43	19.13	19.43
Shinghai	13.20	13.35	14.05	14.20	14.50	15.20	15.50	16.20	16.50	17.20	17.50	18.20	18.50	19.20	19.50
Shinghai	13.27	13.42	14.12	14.27	14.57	15.27	15.57	16.27	16.57	17.27	17.57	18.27	18.57	19.27	19.57
Shinghai	13.34	13.49	14.19	14.34	15.04	15.34	16.04	16.34	17.04	17.34	18.04	18.34	19.04	19.34	20.04
Shinghai	13.41	13.56	14.26	14.41	15.11	15.41	16.11	16.41	17.11	17.41	18.11	18.41	19.11	19.41	20.11
Shinghai	13.48	14.03	14.33	14.48	15.18	15.48	16.18	16.48	17.18	17.48	18.18	18.48	19.18	19.48	20.18
Shinghai	13.55	14.10	14.40	14.55	15.25	15.55	16.25	16.55	17.25	17.55	18.25	18.55	19.25	19.55	20.25
Shinghai	14.02	14.17	14.47	15.02	15.32	16.02	16.32	17.02	17.32	18.02	18.32	19.02	19.32	20.02	20.32
Shinghai	14.09	14.24	14.54	15.09	15.39	16.09	16.39	17.09	17.39	18.09	18.39	19.09	19.39	20.09	20.39
Shinghai	14.16	14.31	15.01	15.16	15.46	16.16	16.46	17.16	17.46	18.16	18.46	19.16	19.46	20.16	20.46
Shinghai	14.23	14.38	15.08	15.23	15.53	16.23	16.53	17.23	17.53	18.23	18.53	19.23	19.53	20.23	20.53
Shinghai	14.30	14.45	15.15	15.30	16.00	16.30	17.00	17.30	18.00	18.30	19.00	19.30	20.00	20.30	21.00
Shinghai	14.37	14.52	15.22	15.37	16.07	16.37	17.07	17.37	18.07	18.37	19.07	19.37	20.07	20.37	21.07
Shinghai	14.44	15.09	15.39	15.54	16.14	16.44	17.14	17.44	18.14	18.44	19.14	19.44	20.14	20.44	21.14
Shinghai	14.51	15.16	15.46	16.01	16.31	17.01	17.31	18.01	18.31	19.01	19.31	20.01	20.31	21.01	21.31
Shinghai	14.58	15.23	15.53	16.08	16.38	17.08	17.38	18.08	18.38	19.08	19.38	20.08	20.38	21.08	21.38
Shinghai	15.05	15.30	16.00	16.15	16.45	17.15	17.45	18.15	18.45	19.15	19.45	20.15	20.45	21.15	21.45
Shinghai	15.12	15.37	16.07	16.22	16.52	17.22	17.52	18.22	18.52	19.22	19.52	20.22	20.52	21.22	21.52
Shinghai	15.19	15.44	16.14	16.29	16.59	17.29	17.59	18.29	18.59	19.29	19.59	20.29	20.59	21.29	21.59
Shinghai	15.26	15.51	16.21	16.36	17.06	17.36	18.06	18.36	19.06	19.36	20.06	20.36	21.06	21.36	22.06
Shinghai	15.33	15.58	16.28	16.43	17.13	17.43	18.13	18.43	19.13	19.43	20.13	20.43	21.13	21.43	22.13
Shinghai	15.40	16.05	16.35	16.50	17.20	17.50	18.20	18.50	19.20	19.50	20.20	20.50	21.20	21.50	22.20
Shinghai	15.47	16.12	16.42	16.57	17.27	17.57	18.27	18.57	19.27	19.57	20.27	20.57	21.27	21.57	22.27
Shinghai	15.54	16.19	16.49	17.04	17.34	18.04	18.34	19.04	19.34	20.04	20.34	21.04	21.34	22.04	22.34
Shinghai	16.01	16.26	16.56	17.11	17.41	18.11	18.41	19.11	19.41	20.11	20.41	21.11	21.41	22.11	22.41
Shinghai	16.08	16.33	17.03	17.18	17.48	18.18	18.48	19.18	19.48	20.18	20.48	21.18	21.48	22.18	22.48
Shinghai	16.15	16.40	17.10	17.25	17.55	18.25	18.55	19.25	19.55	20.25					



# THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED.  
SHIPBUILDERS AND ENGINEERS.  
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines  
in Stock

For quotation apply—

R. R. ROXBURGH,

Manager for China.

HONGKONG HOTEL.

STETSON

HATS

FOR  
AUTUMN  
and  
WINTER  
1920-21

Time and experience have proved Stetson quality and style. And we can assure you of the Stetson that looks exactly right on you. That is why well-dressed men constantly seek our store for correct judgment in hat selection.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16, DES VŒUX ROAD.

TELEPHONE 22.

THE LEADING BRANDS

of

MANILA CIGARS

EL PALACIO

&

IMPERIO DEL MUNDO.

SOLE AGENTS

THE HONGKONG CIGAR STORE  
CO., LTD.

TELEPHONE No. 111.

HOTEL MANSIONS.

90

Hotels in Japan & Manchuria

MEMBERS OF JAPAN HOTEL ASSOCIATION

Rates for Average Single Rooms without Bath (meals included)  
Y12—15 in cities, etc.  
Y8—10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko) —	Kyoto —	Nara —	Shirakawa —
Lakeview Hotel —	Kyoto Hotel —	Nara Hotel —	Daitokuwan Hotel —
Kamakura —	Miyako Hotel —	Nikko —	Tokyo —
Kashin Hotel —	Matsumoto —	Nikko Hotel —	Imperial Hotel —
Kanazawa —	Paris Hotel —	Nikko Hotel —	Tokyo Station Hotel —
Mitaka Hotel —	Miyajima —	Osaka —	Tokaido Seiyoken Hotel —
Kobe —	Miyajima Hotel —	Osaka Hotel —	Yokohama —
Oriental Hotel —	Miyajima Hotel —	Shimonoseki —	Grand Hotel —
Tor Hotel —	Fujiyama Hotel —	San-ya Hotel —	

IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSON

Keijo (Seoul) —  
Chosen Hotel —  
Fusan —  
Fusan Station Hotel —  
Shingichu —  
Shingichu Station Hotel —

IN MANCHURIA

Changchun —  
Yamato Hotel —  
Dairen —  
Yamato Hotel —  
Hoshigaura —  
Yamato Hotel —

Hotel (Mukden) —  
Yamato Hotel —  
Ryokan (Port Arthur) —  
Yamato Hotel —

"Japan," a handy guide book distributed free!

Apply for literature and information to—

Offices of JAPAN TOURIST BUREAU:

Tokyo, Yokohama, Kobe, Nagasaki, etc.

Offices of THOSE COOK & SON,

SECRETARY OF THE ASSOCIATION.

c/o Traffic Bureau, Department of Railways, Tokyo.

## KOWLOON RESIDENTS ASSOCIATION.

### THE PRESIDENT'S SPEECH.

#### EXTRAORDINARY GENERAL MEETING.

#### IMPORTANT PUBLIC MATTERS DISCUSSED.

An extraordinary general meeting of the Kowloon Residents' Association was held yesterday evening at the Kowloon British School. Mr. B. L. Frost presided, and there were also present the following members of Committee, Capt. F. T. Wheeler, Dr. Strahan, Dr. E. Taylor, Messrs. C. H. Baeto, L. J. Blackburn, J. Cser Clark, D. J. Hanan, A. Hicks, Johnstone, E. J. Noronha, J. Parsons, T. Petrie, C. A. da Rosa, F. P. Shroff, F. P. de V. Soares, and W. Jackson (Hon. Secretary and Treasurer).

The President said:—

Gentlemen.—One of the objects of this Association is to consider, and, if thought desirable, to make representations to the Government with regard to the annual financial estimates affecting Kowloon and its adjacent territories, and this meeting has, therefore, been convened in order to give all members of the Association an opportunity for submitting any suggestions which they may think the Committee should make to the Government. The Committee, as you will presently learn, has already considered and discussed various subjects, and I propose to outline its views before calling upon you to express your opinion on these questions. It should, however, be understood that the Committee will be glad to hear the views of any member present, and that all points raised will receive the earnest consideration of the Committee, and, if deemed advisable, submitted to the Government.

#### THE PROPOSED KOWLOON HOSPITAL.

The first subject I propose to deal with is the Kowloon Hospital. As the result of correspondence on this subject, we were requested by the Government to express our opinion as to the most suitable site for a hospital in Kowloon. A sub-committee of this Association composed of Drs. Baeto and Strahan and the Hon. Secretary, was appointed to report upon the matter, and it suggested a site covering about 20 acres and embracing a hill lying between the roads from Kowloon City to Shamshipo and from Waterloo Road to Kowloon City. The Association has received a communication from the Government stating that it considers that the site referred to is the most suitable for purposes of the Kowloon Hospital, and that questions of detail are under consideration. It now remains for us to vigorously urge upon the Government that no time should be lost in clearing the site, preparing the plans, and inviting tenders for the construction of the hospital. In the event of the Public Works Department considering that it will be fully occupied with various other important works during the ensuing year, we regard it as desirable that the whole of the operations included in this work should be immediately entrusted to one of the local firms of architects, as has been done in the case of other Government buildings, such as the Leighton Hill quarters, for its subordinate officers. We trust that the Government will pursue this course, as the need for the hospital is of extreme urgency.

#### THE HOUSING PROBLEM.

The next question we have to consider is the Housing Problem. It has been some time since the correspondence which has passed between the Government and the Association regarding the housing problem in Kowloon remains incomplete, the Association not having received a reply to its last letter on the subject, dated April 20th, 1920. Your Committee is fully convinced that the problem would not present any difficulty if the Government would only extend its encouragement to the large number of Kowloon residents who are eager and ready to build their own dwelling houses. There are innumerable suitable building lots along the Tai Po Road, on the new road from Kowloon City to Mong Kok Tsui, and at Kowloon Tong and Ho Mun Tin. These sites would be readily taken up if obtainable at a cost of not more than 5 cents per square foot. This is quite a reasonable figure, as some of the most suitable sites at the Peak, on Bowen Road, and at Pokfulam are being advertised for sale by the Government at only 12 cents per square foot. But the Government must first of all provide easy and inexpensive means of communication. However, necessary and desirable an electric tram system may be in the future, the immediate need in Kowloon is for a system of motor-buses, which is a pre-requisite to prospective house-owners embarking upon the erection of dwelling-houses. There is, perhaps, no immediate prospect of a profitable return for any individual or company promoting such a system of conveyance, and your Committee, therefore, advocates that the

Government should extend its heartfelt support to the originators of such a system, even though it may be of the most modest proportions at its inception, providing, of course, that, with experience and increased patronage, improvements and extensions would be introduced to render it thoroughly efficient. Apart from the question of sites, the greatest obstacles to the erection of detached and self-contained dwelling-houses is the excessive cost of construction; not necessarily of materials, but owing to the unreasonable provisions of the Public Health and Building Ordinances and the vexatious restrictions of the Building Authority. Your Committee would gladly welcome a declaration from the Government that it would be prepared to grant extensive modification of the Ordinance in question, in order to permit of the erection of wooden dwelling-houses. These would not only be less expensive to build, but your Committee learns from those having experience of such buildings in the most trying climates that their stability is beyond question. It should not be too much to expect the Government to erect a few of such houses, for sale or for rent, not only to serve as models but also to give an exact idea of their cost. It will be remembered that the Government a few years ago erected several of these houses at Tai Po, some of which were subsequently disposed of as places of residence to private citizens. Should the Government be disposed to repeat that enterprise, it would satisfy a public need by at least instituting enquiries regarding the possibility of adapting such houses to local requirements. Buildings of this type are to be found in numerous cities throughout the world where the ravages of the white ant are equally endured. They present a picturesque spectacle in the suburbs of Shanghai, Singapore, Penang, Ipoh, Kuala Lumpur, Manila, and even in the larger cities of Australia, New Zealand, Tasmania, and in Japan, Korea, and Formosa, not to mention Java—places where generally similar, if not more exacting, climatic conditions prevail. The provisions of the Ordinance regarding the thickness and height of walls must also be considerably modified; at least, so far as Kowloon suburbs are concerned. Such a conciliatory attitude on the part of the Government would at once encourage the large number of residents who are eager and ready to remove to the outskirts of Kowloon, thus helping not only to solve the housing problem but also to develop the Kowloon Peninsula and its environs, to the undoubted enhancement of the attractiveness of the Colony. Your Committee anticipates that objections would be raised by the Government experts to all or any of the proposed modifications of the Public Health and Building Ordinances, but the time has now arrived when the Public Works Department should be expected to render every aid and equal assistance to the general public, as well as to all architects and contractors. The sanitary provisions of the Ordinance which safeguard the public health are no doubt necessary, but the requirements regarding the structural strength of materials, the thickness of walls, and height of stories could certainly be relaxed so far as exclusively European dwellings are concerned. However, solicitors the Government may be for the safety of the occupants of such dwellings, surely, if the prospective house-owners are prepared to invest their capital in such types of buildings, it is their master's duty to assist them in their decision, if they are satisfied that they will experience no difficulty in obtaining a ready appraisal of such investments by insurance and mortgage companies. Such buildings would be well within the means of a large number of the members of this Association. Furthermore, the amount involved being comparatively small, others would probably experience little difficulty in obtaining the necessary financial assistance from their employers. In this connection, your Committee is of the opinion that the Government should give the necessary lead to the principal firms of the Colony by providing residences for all its subordinate personnel, which would but form a desirable extension of its scheme to provide quarters for its officers. Your Committee considers it a matter for regret that the individual has been entirely ignored in the allocation of \$1,000,000 under the Government's Building Loan Scheme. It views with apprehension the fixing of this further power in the hands of the landlords, particularly after the repayment of the loans by the latter, having in mind the continued growth of the Colony. It may be pointed out that one of the local Estate Companies having obtained a large loan from the Government at a very low rate of interest has lately sold 11 of its houses to private individuals, charging the latter as much as 8 and 8½ per cent for the mortgage of same, a case of large profit and quick return.

#### THE LIGHTING OF KOWLOON.

The third subject I have now to dwell upon is that of Lighting. The amount provided for in the current year's Estimates for lighting in Kowloon is \$20,000, as compared with \$21,500 for 1919, a reduction of \$1,500. In such a rapidly growing district as Kowloon there should not be any curtailment of expenditure under this head. Your Committee has, therefore, prepared a chart of additional lights which it proposes to request the Government to instal without delay, and it would submit that provision should be made in the Estimates for the ensuing year for such other lights as may suggest themselves in the course of the next twelve months. Another point in connection with the question of lighting in Kowloon is the excessive charge of 35 cents per unit for electric current, as against only 18 cents in Hongkong. The time is most opportune for the Government and Kowloon consumers seriously to consider what pressure may be exercised to persuade the China Light and Power Company to reduce its charges, not only for light but also for heating and motor power. There are already numerous industrial factories on the peninsula, and with heating and motor power at over 75 cents per unit the price charged in Hongkong, there would be a further increase in the number of factories, e.g. in Kowloon. Sooner or later, an electric tram system will have to be established in Kowloon, and no doubt arrangements could be made for the installation of a large electric plant with the requisite capacity to cope with all future demands at a reasonable rate per unit.

#### THE POLICING OF KOWLOON.

I now come to the question of "law and order," as enforced by the Police. Some time ago it was advocated that the Land and Water Police at Kowloon Point should be maintained separately. This, your Committee understands, has not been effected, and it feels that the advisability of such a course will not be lost sight of by the Government, especially in view of the extension of the Land Police duties due to the inauguration of the Kowloon Fire Brigade Station, which is gradually, if somewhat tardily, approaching completion. It is not an exaggeration to state that the European Constable in the thoroughfares of Kowloon is surveyed as a *rara avis*; and I understand that, recently, there were only two European constables available for patrol duty, which, of course, reflects the law-abiding nature of the inhabitants. We do not consider the Water Police complement quite within the scope of our activities, but we would certainly press for an increase in the numerical strength of the Land Police, not only of Kowloon Point, but also of Yau Ma Tei and at all stations in the New Territories. With regard to this subject, I would take the opportunity to refer to the lack of application of the regulations governing the launch traffic at Kowloon Police Pier and the apparent total lack of any regulations governing the traffic on the roads. With regard to the former, much trouble and avoidable inconvenience to persons using launches could be prevented by the observance of the regulations governing the use of this pier. Frequently, as may be observed, launches lie alongside the pier, ready to start, for some unknown reason, to the great inconvenience of other launches waiting to go alongside. The worst offenders in this regard are the Water Police, and it is to be hoped that the practice of monopolising the accommodation of the only public landing place on the peninsula will be discontinued. With further reference to convenient landing places on the Peninsula we invite the Government's attention to the desirability for unobstructed access and egress, or pedestrian traffic on the Kowloon Wharves. The numerous liners using these wharves demand that better facilities be obtained for the passenger traffic to and from these vessels, the safety of life and limb being the primary consideration.

#### THE REGULATION OF TRAFFIC.

There appears to be no proper regulation of the traffic on the roads. At the Ferry Wharf an Indian constable makes things worse than they need be, and at the lamp opposite the Dairy Farm there is a Chinese on point duty who seldom or never attempts to regulate the traffic at that spot. Motor cars and motor-bicycles race up and down the roads at speeds well over 30 miles per hour, and no one attempts to stop them although they are driving to the danger of the public. On the Tai Po Road there are numerous signs warning motorists at what speed to drive, but in Kowloon, excepting those recently erected at the Children's Playground, there are none, not even in the vicinity of the schools. We would commend this matter to the Government to be dealt with urgently, and to place Kowloon under similar Regulations as Hongkong, to be looked after by a special Traffic Inspector with the necessary police under him.

#### DRAINAGE.

Another subject that has engaged our attention is drainage. Complaints continue to be received of the offensive smells from the drains in Kowloon, the small indication that something is amiss with the system. Investigations by the Sanitary authorities do not appear to have resulted in tracing the evil to its source, and we would, therefore, suggest that the Sanitary Department and the Public Works Department make a joint and exhaustive survey of Kowloon's drainage system with a view to discovering and removing the cause for complaint, thereby safeguarding the public health. We would also urge the Government to take advantage of the pending visit of Sir Charles Fitzmaurice, a noted drainage expert, to report upon the Colony's present system of sewage disposal. There is an abundant water supply on the peninsula, and with a proper system of sewerage and drains it should not be too much to expect that the present antiquated "bucket system" would be replaced in the near future by the "flush advancing money to enable them to pay for improved agricultural implements and to supply them with good germinating seeds.

#### MOTOR ROADS.

Having already referred to the question of an improved system of conveyance, I now have to refer, but briefly, to the kindred subject of Motor Roads. We are convinced that there are more urgent needs in this Colony, and, in Kowloon, for that matter, but the Association appreciates what the Government has done by opening up so much of the mainland by means of wide thoroughfares. We feel, however, that it would be a true economy were the Government to pursue a policy of macadamising all these roads as opportunity presents itself, thus avoiding the constantly recurring expenditure entailed by repairing the damage which usually results after a heavy rain.

#### ATHLETIC GROUNDS.

The objects of this Association are sufficiently comprehensive to include within their purview a subject conducive to the physical development of the youth of the districts, and I now have much pleasure in dealing with the matter of accommodation for athletic pursuits. Kowloon possesses venues for many forms of sports but there is still no suitable accommodation for the youth of the peninsula to indulge in the popular game of football. When it is realised that during the coming season there will be two Football Clubs at Kowloon, namely, the Kowloon Football Club and the Club de Recreio, both of which will be entered in the League (the former in the first division) and that they have little facilities for practice, and absolutely none for a "home" match, the small, undervalued piece of ungranted land to the east of the Diocesan School being unsuitable for either purpose, it will be readily conceded that the subject is worthy of promotion. It has been suggested that a piece of the vacant land to the east of the Railway lines, extending from Hung Hom Station in a southerly direction, where there is ample space for three matches being played simultaneously, be cleared and appropriated to these two Kowloon Clubs. The League fixtures for the coming season will probably be no heavy, that even by playing six matches every Saturday afternoon at Happy Valley the engagements cannot be played off. Your Committee, therefore, confidently hopes that the suggestion of an allotment of ground being made by the Government in Kowloon for the playing of football matches will be carefully considered.

#### A PUBLIC HALL.

A vexed question immediately affecting the Kowloon Residents' Association has been the need for a Public Hall in Kowloon. One of the most serious obstacles this Association had to surmount at its inception was the lack of a meeting place in Kowloon. The St. Andrew's Church Hall could only be obtained for Church purposes, and the Kowloon British School may only be used for educational purposes. After sundry gatherings at the residence of a member of the Committee it was decided to transfer to Hongkong, where, through the kindness of another member of Committee, we were enabled to freely use his office for our meetings. About three weeks ago, we applied to the Government for permission to hold this meeting in this building, and the Government, in its reply, stated that, while it would not refuse our application, it would not consent to the Director of Education, as considered as a general rule to be undesirable that educational buildings should be used for purposes not connected with education, and it expressed a hope that in future the Association would be able to make other arrangements. I now take this opportunity of publicly expressing our deep sense of gratitude to the Government and to the Director of Education, and I trust that before our next general meeting we shall be able to hold it in a Kowloon Public Hall. I also take the opportunity to mention that during the transactions of this Association with the Government, we have invariably been accorded a most cordial reception, and that we have been greatly impressed with the uniform courtesy and kindness of Mr. A. G. M. Fletcher, C.B.E., the Honourable Colonial Secretary, to whom the great pleasure of our indebtedness for the progress made by the Association and we hope to learn in the near future that he has been appointed to the substantive post of Colonial Secretary of the Colony. (Applause.)

If the Kowloon community is to be brought together, if the public spirit of which this Association is an index, is to be fostered, and if work for the general well-being is to be effectively carried out, it is essential that a public meeting place be provided, or, in the alternative, that the restrictions which surround the use of the existing accommodation be liberally modified in order to permit of this body efficiently affording the Government every assistance in matters immediately affecting Kowloon and the adjacent territory.

#### EDUCATION.

The important subject of education is now being gone into by a sub-committee, and representations will be made to the Government at the earliest possible moment.

#### THE NEED OF A BAND.

Owing to circumstances over which we had no control we have been obliged to drop the question of an amateur band to play in public in Kowloon.

#### AGRICULTURAL DEVELOPMENT.

I now come to a subject which this Association is introducing for the first time for the consideration of the Government, namely, Agriculture. For reasons which it would not be politic to set out in detail, your Committee considers that a beginning should be made to render the Colony self-supporting in the matter of fresh vegetables, poultry and meat. A right step in this direction would be for the Government to help the Chinese peasants of humble means within the Colony and its dependencies by the simple expedient of advancing money to enable them to pay for improved agricultural implements and to supply them with good germinating seeds.



so that they may secure the best crops. In such places as Australia, Canada, etc., this is being done through the medium of Agricultural Banks, but in this Colony and in the New Territories all that would be necessary would be for sufficient funds to be placed in the hands of the District Officer at Taipei and his colleagues for the Southern District, who are in a favourable position to disburse the money most satisfactorily and with every likelihood of obtaining the best results. It is well known that these poor peasants exist from hand to mouth, and that every season they are compelled by force of circumstances to borrow money at extortionate rates of interest in order to be able to purchase a scanty supply of agricultural implements and seeds, and also to defray the wages of their farm hands till such time as their crops are harvested. More frequently than not they have no chance of legitimately disposing of their crops in open market, however, plentiful these may prove to be, as invariably, they have been already pledged as security to the various money-lending produce dealers, and at prices far below those prevailing in open market. We, therefore, are firmly of opinion that this recommendation should receive the sympathetic consideration of the Government, as it would have the double advantage of helping these small farmers, who, apparently, are unable to help themselves, and, at the same time, rendering the Colony immune from the great risk of being cut off from the supply of these important food necessities, for which it is entirely dependent upon outside sources. Agricultural land in the Kowloon hinterland is gradually being encroached upon through the erection of buildings, and it would, therefore, be expedient to develop the vast areas on Lantau Island and the numerous islands in the vicinity of Hong Kong, where the soil is fertile and the land suitable for agricultural purposes. There is, we believe, a Government Experimental Farm at Fanling, but little is heard of it.

**A KOWLOON JUBILEE SUGGESTION.**  
Gentlemen, in all the questions I have here dealt with, and many more, your Committee has been earnestly endeavouring to advance the public weal and further the development of the public weal and the adjacent territory, and there is every reason to expect that, with the continued encouragement of the Government and the loyal support of our members, and any aid we may get from those residents who are not members of the Association, we will be able to make further progress. The Government may be averse to assuming new responsibilities, but in these days of continually changing conditions, when nationalization of public utility companies is constantly being urged, coupled with the fact that in the near future Kowloon will undoubtedly be the most important part of the Colony, it would be a sound Imperial policy if advantage were taken to celebrate the Jubilee of Kowloon, as a British Possession, which takes place next year, by inaugurating a Kowloon Municipal Council, with an unofficial majority, whose decisions could, at first, be subject to the veto of His Excellency the Governor. (Applause.)

**SOME SUGGESTIONS.**  
Mr. BARTON drew the attention of the Chairman to the fact that the children's playground was used after 8 p.m. by older persons who were a general nuisance, and a source of annoyance to the Officers. Messrs. just opposite. He also mentioned the danger to people who walked that way at night, due to motorists and motor cyclists, who swung round the corner at a terrific speed and were a danger to the public. He thought there was no one taking on the playground at night, and that was the reason why other children were not allowed to play there. He also thought that the pavements in Henkoo Road should be macadamized. As it was, a number of coolies were always engaged in cutting off the grass. He also wished to have a policeman stationed outside the Roman Catholic Church, during services, as it was impossible to get to a particular rich man owing to the number of coolies there. On one occasion he caught a thief, but had to let him go as there was no policeman in sight. (Laughter.)

The Chairman replied that the matters were under consideration.  
Mr. SMITH said that he had heard that the Kowloon Postmaster, who resided on the post-office premises, had only three living rooms. He had fourteen in his family, and it was rather hard. The Government ought to provide better quarters.

The Chairman said the point had been brought up before and was being considered. Mr. SMITH drew attention to the lack of water in Kowloon, owing to the absence of pressure, as a result of which they could not have a proper bath in the morning.

The Chairman said that better mains were being fixed, and in the course of a month the question of a good supply of water would be settled. The difficulty at present was due to the ships being the large mains.

Attention was drawn to the undesirability of having a public latrine and a 50-ton factory in Coronation Road, and the Chairman replied that the question of the latrine was being considered and he understood that it was shortly to be removed. As Coronation Road was reserved for Europeans, when the lease of the factory site expired, an order should not be released.

Another member wished for a better system of numbering the houses and another wanted a bathing beach for Kowloon.

The Chairman promised that those matters would receive the attention of the Committee.

(Continued at foot of next column.)

# SATURDAY'S GYMKHANA.

The handicaps in the handicap events in next Saturday's gymkhana programme have been fixed as follows:—

## FIVE FURLONGS HANDICAP.

"A" Class.

	Height.	Lbs.
P.S.	13.1	161
Brutus	13.1	161
Brown Paper	13.0	157
Sepand	13.0	155
Pantile	13.0	154
What is it	13.3	153
Wee Mouse	13.0	150
Tredgar	13.0	148
Red Coat	13.0	145

## "B" Class.

	Height.	Lbs.
Scottie	13.1	160
Craaby	13.1	157
Cannon	13.1	155
Disenard	13.1	152
Geordie Mac	13.0	148
Slings	13.0	147
Aldog 11	13.1	147
Orion	13.2	146
Rab	13.1	145

## 1 1/2 MILE HANDICAP.

	Height.	Lbs.
Slam	13.0	168
Alexander	13.1	164
Lighting	13.1	162
Stimew Cat	13.0	162
Burning Daylight	13.1	159
P.S.	13.2	155
Attraction	13.0	152
Rawshop	13.1	147
Sepand	13.0	145
Why Not	13.2	145
What is it	13.3	145
St. John	13.1	145
Patrick	13.0	140

## DISTANCE HANDICAP.

1 MILE.

	Height.	Yards.
Alexander	13.1	5
Burning Daylight	13.1	5
P.S.	13.2	5
The Nipper	13.3	5
Lighting	13.1	10
Blackbird Dahlin	13.1	10
Brown Paper	13.0	15
Brutus	13.1	20
Red Coat	13.0	40
Wee Mouse	13.0	40
What is it	13.3	40
Scottie	13.1	45
Moonshine	13.0	45
Why Not	13.2	45
Ringwood	13.1	50
Black Coat	13.1	50
Tredgar	13.0	50
Sepand	13.0	55
Wilder Light	13.0	55
Flash	13.1	60
Geordie Mac	13.0	60
Disenard	13.1	60
Wakeford	13.1	65
Rebate	13.3	65
Suprise	13.0	65
Aldog 11	13.1	65
Rab	13.1	70
Buck Up	13.1	70
Supper Dance	13.2	75
Slings	13.0	75
Orion	13.2	75

# HARBOUR RACE.

## LARGE NUMBER OF COMPETITORS.

The Harbour Race this year promises to be unusually interesting. The ladies who have entered are Mrs. Richmond, Miss B. V. Jennings, Miss A. Wheeler, Miss Vivian Young, Miss Ruby Young, Miss A. Robinson, Miss Enid Cornell, Miss D. May, Miss M. Ramsey, Miss D. Mitchell and Miss A. Tollen.

The following are the other entrants:—G. T. May, E. P. Souza, Br. Wood, R.G.A. J. H. Johnston, K. A. Mason, G. B. Ramsey, E. W. Ralston, A. E. Simmons, R. V. Frost, L. G. Frost, J. C. Kynoch, H. W. Knight, G. W. Sewell, Wm. McLeod, G. A. Carvalho, W. G. Ramsey, Leung Shui Tak, D. Lung, Tr. Ansell, Gr. Keay, Gr. Court, F. Wheeler, Shek Wing Kwan, Leung Shui Man, Yeung Ping Kwei, Ho Pak Ping, Yip Kin Ying, Sung Yu Tak, J. V. Ramsey, S. A. Margat, T. Logan, D. Logan and P. Le Hurey.

Mr. SMITH asked if there was an Ordinance in Hong Kong to restrict profiteering in house rent. He said that the present high rentals made many a man swear. Some time ago a friend of his had a whole house for \$35 a month; to-day he had to pay \$60 for half the accommodation. At home a landlord was not allowed to eject a tenant till he found him a suitable house, and it should be the same in Hong Kong. It was sheer robbery.

The Chairman said that the Committee took the matter up, but the Government refused to interfere with the landlords. The association had done its best, and it was up to the members to give them concrete examples of increased rentals. In one case they were able to get the rent reduced. They had heard of the rent of one house being raised from \$65 to \$85, and they were in communication with the Government on the matter. They were willing to help even those who were not members of the association.

Mr. ROBERTSON said that people regarded the Kowloon pier as the Police pier, and it was not surprising that the Police took advantage of that fact. It was a public pier.

Mr. GUYVIS proposed a vote of thanks to the Committee for the work done and asked that they be empowered to go forward with the suggestions made.

Mr. BUNY, seconded, and this was unanimously agreed to.

The Chairman said that the Committee were willing to do everything in their power to further the interests of the members. He mentioned that the Government had accepted the site chosen by them for a first-class hospital, to consist of 150 beds. It would be well equipped with modern apparatus, and there would be six beds or more reserved for private patients. He thanked the Government for the use of the Kowloon British School hall, the Rev. G. R. Lindsay for supplying chairs for the meeting and the Press for their assistance and co-operation.

# TUNG WAH HOSPITAL.

## COMMEMORATING THE JUBILEE. NEW WING TO HOSPITAL.

To commemorate the Jubilee of the Tung Wah Hospital, a new wing is to be added, and in connection with it the ceremony of laying the foundation stone was performed yesterday morning by H.E. the Governor (Sir R. E. Stubbs) in the presence of a large gathering.

The new ward will be a four storied building and will be able to contain over a hundred beds. The hospital and its grounds were gaily decorated for the occasion and the Y.M.C.A. Band was in attendance. H.E. the Governor (accompanied by Capt. Warner) arrived at 11 o'clock and was welcomed by Mr. Li Wing Kwong, Chairman of Committee, Sir Robert Ho Tung, the Hon. Mr. Lau Pak, the Hon. Mr. Ho Fook, the Hon. Mr. E. R. Halifax (Secretary for Chinese Affairs), Mr. Ho Kwong and Dr. G. H. Thomas.

Other present were H.E. Major-General F. Ventris, the Hon. Mr. A. G. M. Fletcher, Mr. Justice H. H. J. Gompertz, Mr. Justice J. R. Wood, the Hon. Mr. J. H. Kemp, the Hon. Mr. E. V. D. Parr, the Hon. Mr. A. R. Lowe, Commodore Bowden Smith, Mr. T. F. Hough, Dr. G. M. Harrison, Mr. J. W. Jamieson, Dr. G. P. Jordan, Mr. G. M. Young, Mr. A. O. Lang, Mr. E. Ormiston, Dr. Earle, Mr. J. L. McPherson, Brig-General McNaughten, Mr. Ho Kom Tong, Mr. S. W. To, Mr. Chow-shou-san and several other Chinese gentlemen.

H.E. the Governor and party were conducted to the site of the new ward where the ceremony was performed.

Mr. Li Wing Kwong made the following speech, which was interpreted into English by the Hon. Mr. Lau Chu-pak:—Your Excellency and gentlemen—To-day has been fixed for the celebration of the 50th anniversary of the Hospital and for the ceremony of laying the foundation stone of its new wing. We are grateful to Your Excellency for kindly consenting to lay the foundation stone, and have much pleasure in welcoming the Kaisangs, the members of the Hospital, and other gentlemen. The erection of the wing has for its objects firstly the extension of the accommodation for patients, and secondly the commemoration of the 50th anniversary of the Hospital. Allow me to recount shortly the history of the Hospital. During the past 50 years, not in order to boast of its success, but to make known the energy of the founders and the enthusiastic work of the past Committee. The Hospital was founded in 1870, i.e. the "Kei To" year, when the Government granted a site and \$100,000 for this Hospital. Fifty years have passed since the foundation stone was laid by H.E. Sir R. G. Macdonnell. During this period the Hospital has given the people medical attendance and medicine free of charge and afforded relief in various disasters, extending its charity wider and wider as the years passed by. It has gained a high reputation at home and abroad, and everyone knows of this charitable organization maintained by Chinese residents of Hong Kong.

In every public calamity letters and telegrams are sent to the Hospital, stating the need and asking for help. This relief afforded by the Hospital to people in distress, medical treatment to poor patients, and assistance to the destitute and helpless, have increased daily, and charitable work done by the Hospital has become daily better known. We cannot but praise the merit of the founders of the Hospital, the powerful assistance of the Hong Kong Government, the generosity of the charitable subscribers of the funds and the good work of the gentlemen who have served on past Committees. This year is the 50th anniversary of the Hospital, and as I bear the responsibility of being Chairman of the Hospital Committee, I dare not neglect such an opportunity and fail to do honour to the meritorious work of my excellent predecessors. The insufficiency of wards for the accommodation of patients has long been felt in the Hospital, and on the occasion of this anniversary, it was, on the advice of the Kaisangs, merchants and well-known gentlemen, decided that, in commemoration of this anniversary, additional wards should be built, and subscriptions raised for the building of this Maternity Hospital for the Chinese Public Dispensaries. House-to-house subscriptions were begun in May, and thanks to the enthusiastic work of the anniversary Committee and to the great generosity of wealthy donors, we have succeeded in raising \$180,000 (appliance)—and thus we have sufficient funds for the building of the new wing and the Maternity Hospital. In future there will be more accommodation for poor patients, for which we are greatly indebted to all our charitable subscribers. This brings me to another point, this anniversary is itself due to the original assistance and subsequent success of the Hospital, and I cannot help recognizing the great enthusiasm with which past Committees performed their duties and made possible the success. If any of the Founding Committee is still alive, how happy he must be! With the approval of the anniversary Committee, I have decided to have the names of the members of past Committees hung up in the Great Hall, and the names of all donors carved on a stone tablet erected in the new wing of the Hospital, in memory of the work of the Founders and Committees, and encouragement to their successors. We now take the opportunity to express our thanks to the Kaisangs and the anniversary Committee for their valuable work and I have the honour to invite Your Excellency to perform the ceremony of laying the foundation stone. (Applause.)

It deals also with many cases in which bodies of Chinese who die abroad are sent home for burial, and seek to their being sent to their native places to be interred. Apart from functions such as these, of a charitable or semi-charitable nature, the committee undertakes unobtrusively and efficiently a great amount of work on behalf of the Government and the country. When there is occasion to make a payment such as a gratuity or a grant of compensation to any person in the interior of China it is the committee of the Tung Wah Hospital which makes the necessary enquiries and in many cases sees to the actual payment. Probably few of those European firms which have had occasion to ask for the help of the Secretary for Chinese Affairs in such matters, especially during the war, in connection with payments to members of Chinese crews, realize that they have had the benefit of the assistance of the organization of the Tung Wah Hospital Committee.

The matters in which the committee represents the connecting link between the Government and the Chinese community are too numerous to recount. They vary from the investigation of claims after a typhoon to the interposition of claims after a typhoon to the interposition of claims after a typhoon to the interposition of claims after a typhoon.

Major L. G. Bird, representing Messrs. Palmer and Turner, architects, presented His Excellency with a silver trowel and mallet, bearing the following inscription:—Presented to H.E. the Governor, Sir Reginald Edward Stubbs, K.C.M.G., on the occasion of the laying of the foundation stone of the new wards to commemorate the 50th anniversary of the Tung Wah Hospital, October 4th, 1920.

## SPEECH BY H.E. THE GOVERNOR.

H.E. the Governor said:—Mr. Li Wing Kwong and gentlemen—It is a great pleasure to me to be present to-day to lay the foundation stone of the new wing of the Tung Wah Hospital and thus to be associated with so important an extension of the hospital's activities. I am pleased to think that the fiftieth anniversary of the foundation of this invaluable charity has fallen within my term of office and that I have thus been afforded so excellent an opportunity of bearing testimony on behalf of the Government to the great services which the Tung Wah Committee of the past have rendered to the community. Each annual committee has, I am told, taken pride in leaving behind it at the end of the year some special work of improvement by which its term of office will be remembered. The work which will commemorate the year of office of Mr. Li Wing Kwong and his colleagues will form a worthy memorial on the 50th anniversary of the hospital and will cause their names to be regarded by future generations which benefit by it with the same grateful recognition which Mr. Li Wing Kwong has shown in recalling the energy and public spirit of the original founders. I congratulate them very heartily on the success which has attended their efforts.

Mr. Li Wing Kwong has referred especially to the work done by the Tung Wah organization in providing medical treatment for the poor, assistance for the destitute and helpless and relief for the sufferers from disasters such as flood and famine, which are all too frequent in China. He said rightly that it has gained a high reputation both at home and abroad and nobody who knows anything of the work of the institution can doubt that that high reputation is well deserved and has been earned by hard and devoted work on the part of the annual committees. There are, however, other aspects of the work of the Committee to which Mr. Li Wing Kwong has not referred and which I will take leave to mention as I think that there are few people—certainly few Europeans—who realize how large a part the Tung Wah Committee plays in the life of the community. Apart from the work of the hospital, the Committee charges itself with the burial of the destitute dead and with the care of the destitute living. Destitute persons returning from abroad are dealt with by the Tung Wah Committee which sends them to their homes in China maintaining them here till passage can be provided for them often at the expense of the institution.

I am glad to have this opportunity of telling the Committee how fully the Government recognizes the value of their help and of their predecessors in office and of expressing the hope that the same ready assistance has been given to my predecessor. It now only remains for me to repeat my congratulations to Mr. Li Wing Kwong and his colleagues on the success of their efforts to provide a worthy memorial of the 50th anniversary of the foundation of the Hospital, and to lay the foundation stone of this new wing with an expression of my best wishes for the prosperity of the institution. (Applause.)

The foundation stone was then placed in position, and duly tapped by His Excellency with the trowel. The stone bore the following inscription:—

This foundation stone of the Jubilee Ward of the Tung Wah Hospital was laid by H.E. the Governor, Sir Reginald Edward Stubbs, K.C.M.G., October 4th, 1920.

Following the ceremony refreshments were served.

# LANE, CRAWFORD AND COMPANY.

ESTD. 1850.

ESTD. 1850.

JUST RECEIVED

READY TO WEAR

GOLF JACKETS & GOLF SUITS

MADE OF THE FINEST HOME SPUN TWEEDS IN VARIOUS PATTERNS AND ALL SIZES.

READY TO WEAR

GREY FLANNEL LOUNGE SUITS & GREY FLANNEL TROUSERS

STYLISHLY CUT AND BEST FINISH

ALSO

MCALFEE'S GOLF SHOES

AS WORN BY THE CHAMPION GEORGE DUNCAN.

INSPECTION INVITED.

# HIGH GRADE MOTOR OILS

Manufactured by

PRICES' COMPANY LIMITED.

HUILE de LUXE: is specially adapted for use on Motor Cycles during warm weather.

MOTORINE: The best all-round oil for Water-cooled Engines. It has a rich character and good body.

HEAVY GAS ENGINE OIL: A compound oil of moderate body for Water-cooled engines of medium size and speed.

Suitable for

MOTOR CARS, MOTOR CYCLES, MOTOR BOATS.

LANE, CRAWFORD & CO.

JUST RECEIVED

# BROADWOOD PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

# Wm Powell Ltd

TELEPHONE 346

# TRAVELLING REQUISITES

OF EVERY DESCRIPTION

ATTACHE CASES, COMPRESSED FIBRE

SQUARE BAGS, TRUNKS,

BONNET BOXES, CABIN TRUNKS,

VISITING CASES, DRESS CASES,

SUIT CASES,

ALL WOOL RUGS, ETC., ETC.

Gentlemen's Complete Outfitters.



## NEW ADVERTISEMENTS

## NION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE

THE Undersigned RESUMES CHARGE from this date.  
By Order of the Board,  
C. MONTAGUE EDE,  
General Manager.  
Hongkong, October 5th, 1920. 1583

## BRITISH TRADERS' INSURANCE COMPANY, LTD.

## NOTICE

THE Undersigned RESUMES CHARGE from this date.  
By Order of the Board,  
C. MONTAGUE EDE,  
General Manager.  
Hongkong, October 5th, 1920. 1583

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## NOTICE

THE Undersigned RESUMES CHARGE from this date.  
By Order of the Board,  
C. MONTAGUE EDE,  
General Manager.  
Hongkong, October 5th, 1920. 1584

## LADIES' RIFLE CLUB.

## THE FIRST MEETING of the Autumn Season has been POSTPONED till

WEDNESDAY, OCTOBER 13TH, from 9 a.m. to 12 Noon and 2 p.m. to 4.30 p.m. at the Ladies Recreation Club.  
L. I. DELACOMBE,  
Hon. Secretary.  
Hongkong, October 4th, 1920. 1578

## TIENHSIN GAS AND ELECTRIC LIGHT COMPANY, LTD.

## NOTICE

NOTICE IS HEREBY GIVEN that the DIVIDEND WARRANTS A List of which is appended hereto having been LOST, in the event of no other claims being lodged with the undersigned on or before the 19th day of October, 1920, the same will be declared null and void and New Warrants will be issued in the name of the Commercial Bank of China.  
DATE OF WARRANT No. of WARRANT Amount  
20th April, 1912. 15 14  
31st July, 1913. 16 8  
22nd July, 1914. 12 8  
Dated the 28th day of September, 1920.  
WILLIAM FORBES & Co.,  
Secretaries.  
TIENHSIN GAS & ELECTRIC LIGHT CO., LTD.  
1577

## UNIVERSITY OF HONGKONG.

## "MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS."

NOTICE IS HEREBY GIVEN that the above EXAMINATIONS will commence on MONDAY, November 15th, 1920. Forms of entry and all particulars can be obtained on application to the Registrar, The University, Hongkong. Each entry form, duly filled in, must reach the Registrar together with the fee (Ten Dollars, Hongkong Currency) on or before October 16th, 1920.

Copies of past Examination papers, including those set in July 1920, can be obtained from the General Office of the University, Price 50 Cents per copy.

N. TEESDALE MCKINTOSH,  
Registrar.  
Hongkong, October 4th, 1920. 1578

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM KOBE.

## THE Steamship "CHAKSANG"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 9th Oct. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 4th, 1920. 1579

## NOTICE TO CONSIGNEES.

The Steamship "AFRICA"

FROM TRIESTE, VENICE, PORT SAID, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd.

Hongkong, October 4th, 1920. 1580

## INTIMATIONS

## HONGKONG CRICKET CLUB.

## THE ANNUAL GENERAL MEETING

will be held in the Pavilion on TUESDAY, OCTOBER 12TH, 1920, at 5.30 p.m.

An Extraordinary General Meeting will be held immediately afterwards for the purpose of considering amendments to Rules as circulated to Members.

By Order of the Committee,  
L. S. GREENHILL,  
Hon. Secretary.  
Hongkong, October 1st, 1920. 1573

## HONGKONG CORINTHIAN YACHT CLUB.

## MEMBERS are reminded of the ANNUAL GENERAL MEETING to be held in the Club House on WEDNESDAY, OCTOBER 14TH, at 5.45 p.m.

A full attendance is urgently requested for the purpose of passing the resolution circulated to members and posted on the Club Notice Board.

G. A. BURE,  
Acting Hon. Secretary.  
Hongkong, October 2nd, 1920. 1573

## HONGKONG FOOTBALL CLUB.

## RUGBY SECTION.

## FIRST PRACTICE will be held at Happy Valley on FRIDAY, OCTOBER 8TH, at 5.30 p.m., followed by Election of Officers. All interested are invited, whether Members of the Club or not.

Hongkong, October 1st, 1920. 1569

## HONGKONG ST. ANDREW'S SOCIETY.

## THE ANNUAL GENERAL MEETING

of the above Society will be held in the City Hall, on THURSDAY, the 14th OCTOBER, 1920, at 5.30 p.m., for the purpose of receiving the Annual Report and Accounts for the year ending 31st August, 1920, electing office bearers for the ensuing year etc.

R. J. PATERSON,  
Hon. Secretary.  
Hongkong September 30th, 1920. 1569

## HONGKONG JOCKEY CLUB.

## THE HALF-YEARLY MEETING of

Members of the above Club will be held on SATURDAY, the 16th OCTOBER, 1920, at 12 Noon, within the Office of the Hongkong Jockey Club, Chater Road, Hongkong.

By Order,  
R. J. PATERSON,  
Clerk of the Course.  
Hongkong, October 2nd, 1920. 1570

## HONGKONG WOMEN'S GUILD

## MINISTERING CHILDREN'S LEAGUE

## THE ANNUAL FETE &amp; SALE OF WORK

will be held in GOVERNMENT HOUSE GROUNDS on

SATURDAY, NOV. 6TH,

FROM 2 TO 7 P.M.

Adults ... 30 Cts.

Children ... 10 " 1546

## NOTICE

THE PUBLIC are hereby WARNED against

negotiating or in any manner having dealings in the underwritten scrip for SHARES in the underwritten Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen—

Script No. Numbers. Holder's Name.

7017 50 29301/29350 C. P. Ouster.

7590 50 37064/37133 M. S. Ransom.

8538 100 42369/42369 L. A. Chak Yuen.

5910 25 1257/15. 12583/59 S. Fenwick.

5911 25 59389/117 H. H. Fenwick.

5914 25 59375/765 S. Fenwick.

8411 5 71841/845 R. Mitchell.

8595 15 44670/884 Mrs. E. C. Champenowas.

7789 4 66738/66742 P. F. H. Hodge & A. F. Harris.

7755 9 64768/774 H. H. Fenwick.

H. K. & WHAMPOA CO.-100 SHARES: Script No. 7425. Lo Koon Hang. 9003/27, 2601/25. 31583/7. 32367/81. 28996/27019, 40713/717.

(Signed) FRED ELLIS, c/o FRED ELLIS & Co.

Hongkong, September 25th, 1920. 1538

## IN EXCHANGE

for

200 used Postage Stamps of Hongkong and the surrounding countries I will send.

POST CARD PICTURES

of

The Great European War; Famous

British Views, etc.,

MISS TEE,

KIA ORA,

STOCKWELL LONDON, ENGLAND.

348

## PREPAID "WANTED" ADVERTISEMENTS.

## ADVERTISEMENTS of the "Wanted"

variety will be inserted under the above special heading at a charge of

"1100" FULL THREE insertions

if they do not exceed 35 words in number and are FREE.

An additional charge of 20 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this heading must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for

Bones F., Q., AD., AP., A.W.

## WANTED.

WANTED position by an experienced

Export man who is also well acquainted with Foreign and General Import. Able to correspond in the most important commercial languages; perfect knowledge of Chinese. Can bring good Foreign connections. No objection to emigrate.

Apply—Box 1555, Office "Daily Press" 1555.

## FOR SALE.

TWO LANCASHIRE BOILERS, length

28 feet, diameter 8 feet, diameter of

flues (two) 3 feet. Working pressure 100

lbs. per sq. inch. Constructed by Messrs. LINDSAY, BURNES & Co., Glasgow. In good order and condition. Complete set of fittings with each boiler.

Apply—BUTTERFIELD & SWIRE, Hongkong. 1544

## FOR SALE.

"BIOTON" (127 Peak) Plantation Road

with Tennis Court. Total area

54,000 sq. ft. Greater part level ground available for additional building without encroaching on tennis and garden.

Possession of land can be had immediately, house next spring.

Apply—JOHNSON, STOKES & MASTER, Prince's Building. 1536

## OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME.

I, FREDERICK GEORGE TROBRIDGE

as Managing Director of The China

Mining & Metal Co., Ltd., of 16 Queen's

Road Central, in the Colony of Hongkong, hereby give notice that in consequence of the

incompleteness at present existing I have applied to the Board of Trade, under Section 47 of the

Merchant Shipping Act, 1894, in respect of the steam launch "DAIRY" of Hongkong official

number 128,698, of gross tonnage 17.24,

registered tonnage 11.72, heretofore owned by the DAIRY FARM COMPANY, Ltd., Wyndham

Street, Hongkong, and the STRAITS LATHAM CO., Ltd., Dundas Street, Mongkok, Hongkong,

for permission to change her name to "STIRNITE" and to have her registered in the

new name at the port of Hongkong as owned by THE CHINA MINING & METAL CO.,

Ltd., of 16, Queen's Road Central, Hongkong.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days of the appearance of this advertisement.

Dated at Hongkong, this 30th day of September, 1920.

FREDERICK GEORGE TROBRIDGE, 1580

## THE CHINA SPECIE BANK, LTD.

## HEAD OFFICE:

ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors

MR. WONG SHU HAM.

Chief Manager..... Mr. L. S. HOLM.

Asst. Manager..... Mr. K. T. WONG.

Foreign exchange and general banking

business transacted. Current, Savings,

and Fixed Deposits bear interest at rates

of 3% 4% and 5% respectively.

L. S. HOLM,  
Chief Manager.

Hongkong, 2nd October, 1920. 1571

## BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK)

CAPITAL PAID-UP AND SURPLUS

Fcs. 105,000,000.00

The organization of the Bank enables it to

open CURRENT ACCOUNTS and to accept

FIXED DEPOSITS in local currency and

ANY FOREIGN CURRENCY.

These accounts and deposits may be converted

AT ANY TIME without ANY CHARGE

in ANY OTHER CURRENCY.

Apply for terms and particulars—

HONGKONG BRANCH

Queen's Building 5, Chater Rd

1548

## INTIMATION

## Watson's

## PURE

## CARBOLIC

## SOAPS

## Recommended by the Medical

## Profession.

## SUPPLIED IN THREE STRENGTHS:

## 5% FOR TOILET USE

Price: \$1.20 per box of 3 tablets.

## 10% FOR THE BATH

Price: \$1.75 per box of 3 tablets.

## 20% MEDICAL BATH SOAP

Price: 75 cts. per tablet.

## A. S. WATSON &amp; CO., LTD.,

## THE HONGKONG DISPENSARY.

TELEPHONE 16.

## BIRTHS.

CORNEIL—At Shanghai, on September

28th, to the wife of WARRINGTON

CORNEIL, a son.

GIACQUE—At Shanghai, on September

27th, to Mr. and Mrs. C. D. GIACQUE,

a daughter.

MACARTNEY—At Hankow, on September

27th, to Mr. and Mrs. T. LAMONT

MACARTNEY, a son.

SMITH—At Shanghai, on September 27th,

to the wife of G. McD. McCOLL SMITH,

a daughter.

## MARRIAGES.

DOWNS—WALKER—At Shanghai, on Sep-

tember 25th, ALAN THOMAS DOWNS,

of Pinner, Middlesex, to MAVIS ETHEL,

only daughter, of the late Mr. Alfred

Walker and Mrs. Walker, of Shanghai.

PRIDEAUX—McCLELLAN—At Southsea, on

August 7th, BYRON T. PRIDEAUX, of the

Municipal Health Department, Shang-

hai, to DAISY MAY McCLELLAN, of South-

shore, Blackpool.

ROBERTS—CORNEA—At Shanghai, on

September 25th, BRASITO M. ROBERTS,

of Dodwell & Co., Ltd., to Mrs. SOPHIA

MARIA CORNEA.

## DEATHS.

BRAZIER—At Inverness, on 11th August,

HENRY WOODBURN BRAZIER, late Com-

missioner of Customs, China, third son

of late Professor BRAZIER, Aberdeen.

GUINNESS—On 11th September, ERIC

ERIC GUINNESS, D.S.O., Lieutenant

Royal Irish Regiment, only son of

CHAS. GUINNESS, Hongkong and Shang-

hai, Bank, Hongkong, and Mrs.

GUINNESS, Baldock, Herts, England.

1581

LAWLEY—At Shanghai, on September

25th, THOMAS WILLIAM LAWLEY, in

his 60th year.

OLIVER—At Shanghai, on September

27th, LOUISE, widow of Henry Ol-

iver, of Shanghai, aged 55 years.

HONGKONG OFFICE: 10A, DES VOEUX RD., C

LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.



# MAYFLOWER CELEBRATIONS: ANTI-BRITISH DEMONSTRATION.

## ZEPPELIN WORKS SOLD: TO AMERICAN FINANCIERS.

### FRANCE'S RECOVERY: REMARKABLE RECORD OF WORK.

LATEST CABLES.  
(THROUGH REUTER'S AGENCY.)

#### MAYFLOWER CELEBRATIONS.

##### ANTI-BRITISH DEMONSTRATION IN CARNEGIE HALL.

New York, September 30th.  
Anti-British agitators, mostly women, invaded Carnegie Hall during the Pilgrim Fathers tercentennial celebration and created such disorder as necessitated an adjournment. The police ejected the disturbers of peace.

##### SPARK OF LIBERTY.

New York, October 1st.  
The American Pilgrims gave a luncheon to the delegates attending the Pilgrim Fathers tercentennial celebration. Mr. Chauncey Depew presided. Addressing the delegates, Mr. Chauncey Depew declared that the spark of liberty which the Pilgrim Fathers kindled had enlightened the world.

##### INTERNATIONAL AEROPLANE TROPHY.

##### DECISION OF TEXAS AERO CLUB.

New York, September 30th.  
Owing to France winning the Gordon Bennett Cup outright, the Aero Club of Texas has authorized the institution of an international aeroplane trophy with a cash prize of \$10,000 to be called "The Cox Trophy."

##### AMERICA'S VITAL STATISTICS. RECORD BIRTH RATE FOR PAST YEAR.

London, October 1st.  
The birth rate in the United States in 1919 was the highest recorded. There were 239 cities with a population of 31,000,000. The death rate declined to 37 per thousand, while there were 980,000 births.

##### AIR SUPREMACY.

##### AMERICAN FINANCIERS AMBITION SCHEME.

London, October 1st.  
It is stated that the notorious Zeppelin works in Germany are being transferred to the United States where a scheme of building super-airships for the Atlantic trade and passengers will be begun. It will be remembered that the peace treaty forbade Germany from manufacturing Zeppelins. The American capitalists concerned are embarking on an ambitious scheme to further America's air supremacy.

##### FRANCE'S FINANCES.

##### RESULT OF EFFORTS AFTER WAR.

Paris, September 30th.  
A Havas message says:—  
At the Brussels Financial Conference, the striking report on France's financial situation was read by M. de Florians, head of the French delegation, and elicited considerable interest.

According to the report, strenuous efforts have been made to restore the devastated districts, and already show the following results:—

77 per cent. of the gutted and looted plants have now resumed operations, giving employment to 42 per cent. of their pre-war workmen.

Of 33,000 miles of roads destroyed, 14,000 have already been restored to traffic.

Collieries only, having been systematically flooded or blown up by the Germans, still show poor results, the output being only 6 per cent. of the pre-war production.

France spent, during the war, about eight billions sterling, at par, and the combined taxes reach now an average of £23 per head, against a little over £5 in 1913, yet the financial situation is now firmly in hand and is bettering gradually, fiduciary circulation being already slightly on the decrease.

#### SENATOR HARDING. ANOTHER RAILWAY ACCIDENT.

New York, September 29th.  
A telegram from Millwood, Virginia, says Senator Harding, one of the Presidential candidates, was in a railway accident, having had the narrowest escapes of his life, near there to-day. His private car was derailed. He and his wife were severely shaken. Nobody was hurt.

#### AIRSHIP LOST IN FOG. CRASHES ON MOUNTAIN PEAK.

Los Angeles, September 30th.  
A naval dirigible, whilst proceeding to San Pedro to participate in the fleet manoeuvres, was lost in a dense fog and crashed on a mountain peak, upsetting the car and precipitating its crew of five 200 feet down the Laurel Canyon. Four were injured.

#### GERMAN PROPERTY IN ITALY. CABINET'S DECISION REGARDING RESTORATION.

Rome, September 30th.  
The Cabinet has decided to restore to previous owners all minor German-owned property, with the exception of money, up to the present value of 50,000 lire in each case.

#### BELL TELEPHONE CO. MORTGAGED TO SYNDICATE OF BANKERS.

New York, October 1st.  
The Bell Telephone Company has sold to a syndicate of bankers, headed by Mr. Pierpont Morgan, \$23,000,000 25-year 7 per cent. Bonds at 95 per cent, dated from September 30th.

#### NEW FRENCH PRESIDENT. RECEIVES MEMBERS OF DIPLOMATIC CORPS.

Paris, September 29th.  
A solemn reception took place this afternoon in the Presidential palace when the Diplomatic Corps came to present congratulations to President Millerand upon his election.

M. Millerand was assisted by the Premier, M. Laguey.

The Italian Ambassador, as the doyen of the diplomatic body, delivered an address stating that all friends of France will join with the French people in their unanimous satisfaction in the election of M. Millerand, who, in the Ambassador's words, is "amongst the most energetic of those engaged in the world's reconstruction which promises to be a glorious phase of civilisation."

M. Millerand, replying, said that such a heavy task needs everyone's co-operation, for the world's peace is based on the respect of natural rights and of international agreements. France is convinced that a scrupulous execution of the peace treaties is the best guarantee for the preservation of international order and peace.

M. Millerand previously had given a private audience to the German Ambassador upon the latter presenting his credentials. The German Ambassador stated his readiness, according to his Government's wish, to devote all his efforts to develop friendly intercourse between Germany and France on the basis of the Versailles Treaty.

##### EARLIER CABLES.

#### LEAGUE OF NATIONS. GREAT BRITAIN SUBMITS AGREEMENTS.

London, October 1st.  
Great Britain has lodged with the League of Nations for entry in its gigantic register, sixteen international agreements which she has concluded since the ratification of peace. They include engagements of the Empire as a whole and specific agreements of South Africa, India, and Canada, covering widely different subjects. Lord Curzon has intimated to the League that all future international engagements concluded by Great Britain will similarly be submitted.

Other Governments have submitted treaties, Peru, with engaging frankness, not only those contracted since her entry into the League, but all binding agreements, regardless of date.

#### MINERS' STRIKE CRISIS. MINERS POSTPONE STRIKE.

London, October 1st.  
The Miners' Delegates Conference has decided to postpone the strike for a fortnight.

##### SOME OUTPUT FIGURES.

London, October 1st.  
The weekly statistics of the coal output for the United Kingdom this year to August 28th, issued to-day by the Board of Trade, show that on no fewer than 24 occasions did the weekly output exceed the amount necessary to produce a yearly tonnage of 25,000,000 tons, the tonnage line suggested by the coal-owners. The highest weekly output was 4,988,668 tons on April 24th.

##### NEW DATUM LINE.

London, October 1st.  
The postponement of the strike is until October 18th. The miners will vote on the owners' new proposals, on October 11th or 12th and a Conference will consider the results on October 14th.

The owners' new proposals provide for shifting the datum line to 24,000,000 tons, for a 14 day increase in wages, if 24,000,000 tons are raised then 1s. 6d. and if 24,000,000 tons then 2s.

##### THE TRIPLE CONFERENCE.

London, October 1st.  
The Conference between the miners, owners and the Government opened this morning with the remark by Mr. Smillie to Mr. Lloyd George that the scene was almost like three dogs quarrelling over a bone with a bit of flesh on it and it would seem as if the two best fed dogs were combining against the unfortunate dog that required meat the most.

Mr. Hodges then recapitulated the miners' arguments for the datum line which they had submitted. He pointed out that the starting point of the difference between the miners and owners was that the miners were asking for a 2s. advance now and from July 4th on the basis of the September output.

The Premier, who followed, said he could not see any advantage in the original position taken up by the Miners' Executive and the position which Mr. Hodges now took up. It was not very promising. Referring to Mr. Smillie's reference to dogs, the Premier remarked that there was another dog whom the Government represented and that was the general public who would get very little meat and hardly any bone if a struggle occurred. Mr. Lloyd George then went on to appeal to the two dogs to agree to a compromise with figures on which they differed and suggested that it was impossible for a large assembly to discuss figures. He therefore, proposed the appointment of a small Joint Committee to explore the matter.

The mine-owners and miners, agreed, and a Committee of eight was then formed.

After the meeting, the joint negotiating committee of the Coal Conference re-assembled. Mr. Evan Williams, on behalf of the owners, announced that they had failed to find any ground on which they could join in a recommendation to the Prime Minister. The owners found themselves up against the same difficulty, they had had from the beginning, namely, the immediate advance of 2s. daily.

The owners were exceedingly anxious that an increase of wages should be given as early as possible, but that it must be an increase justified by a clear indication of increase in output. Mr. Hodges, on the other hand, firmly believed that they would achieve results far more effectively by making an increase in output, than by making an increase of wage preliminary to an increase of output.

Mr. Lloyd George remarked that he did not know what the Government could usefully say after the experts on both sides had failed to come to an agreement. The Government was concerned for the whole industry, but was naturally more concerned for the general public. The Premier pointed out that the depreciation of the sovereign was largely due to the fact that until we make imports and exports balance we are not in the same position as we otherwise would have been in the trading markets of the world. The cost of food was attributable largely to the fact that we had not been able to keep exports up to pre-war figures. No settlement at the coal conference would give greater satisfaction to the general public than one based on increased output. The Premier asked the Miners' Federation to pursue the path of peace.

At the delegate meeting, Mr. Smillie said that he did not think there was any use in meeting mine-owners again and the Executive would go to the Delegates Conference and report on the position.

The Conference then broke up.

#### SOUTH AFRICAN OUTLOOK. GENERAL SMUTS' APPEAL FOR NEW PARTY.

Cape Town, October 2nd.  
General Smuts is issuing a momentous appeal for the formation of a new Moderate Party in South Africa with a view to maintaining the Constitution and combatting the movement for the secession of South Africa from the British Commonwealth.

The appeal follows on the failure of the Congress held on September 27th, which, it had been hoped, would result in the fusion of the Dutch parties.

General Smuts, in the course of his appeal, describes the Nationalist secessionist policy as a branch of good faith and of the understanding under which both the European races formed the Union. He declares that now that the Nationalists have decided to continue their propaganda for driving the European races apart into an ultimate conflict, there is no alternative but for the moderate elements to coalesce and keep the dangers of lawlessness and indiscipline, which are threatening the old world, in check in South Africa, where the position of Europeans as a civilized community are exposed to special dangers.

#### IS IT THE END OF SOVIET? SENSATIONAL REPORTS FROM RUSSIA.

London, October 2nd.  
Reports from widely different sources, all inclining to the same viewpoint, are seriously raising the question whether the Soviet regime in Russia is not on the verge of collapse.

Two hundred French prisoners, who have just arrived from Moscow, significantly report that present conditions cannot last much longer and that the conclusion of peace will probably cause a collapse of Bolshevism; while the latest account from Narva, a hundred miles west of Petrograd, states that employees on the North-West Railway have struck and serious disturbances occurred at the Semenov factories, in which two Commissaries were killed, while the workmen in nearly all the factories in Petrograd are on strike, ostensibly on account of the price of bread, but their real object is to overthrow the Soviet regime.

Meanwhile, disaffection is widespread in the Northern Red Army where large meetings are being held demanding peace, similar to those which helped the downfall of the Kerensky regime. Twelve soldier delegates who went to Moscow to urge peace were summarily shot.

Reports from Moscow declare that concentration camps in Government circles, that Budenny is to be court-martialed and that M. Kamenetz has been received with favour by the Council of Five owing to his withholding in London a number of Russian peace terms.

#### TROTSKY REPORTED WOUNDED.

London, October 3rd.  
The French Foreign Office attributes the greatest importance to the reported disorders in Russia. Their semi-official statements indicate that the Soviet is exposed to the most serious danger yet experienced.

General Wrangel, for the Soviet, is calling on former tsarist officers to rally to the Red Army, while mass arrests of the commissaries attached to the armies are occurring daily. Two hundred have taken refuge in Germany, including the notorious hangman, Peters.

It is reported that Trotsky has been wounded in street conflicts.

Meanwhile, General Wrangel is gaining fresh success owing to his policy of winning confidence with the peasants by granting title deeds to land. Wrangel has surrounded the Soviet cavalry in the Volynsk district. The prisoners counted number 1,100, and Nogai and Fedinski, ports on the Sea of Azov, have been captured.

The Russian peasant leader, General Makshko, who has thrown in his lot with Wrangel, announces the capture of Maresin, in the Donetz Valley, and the annihilation of a Red Division.

#### 30,000 PRISONERS CAPTURED.

Warsaw, October 2nd.  
A communist says: "We are continuing the pursuit of the Bolshevik Divisions. The Second Polish Army has taken 30,000 prisoners, and 100 guns. All action has been suspended in the region of Suwalki as a result of the agreement reached with Lithuania."

#### BOLSHEVIK AIMS IN INDIA.

London, October 1st.  
The real aims of the Soviet with regard to India and Afghanistan are much enlightened by news which has reached London, via the Caucasus, from a reliable authority, giving the actual proposals which the Soviet representatives submitted at Kabul. Recently the Bolshevik envoy there was authorised to propose to the Amir a formal agreement in which the Soviet undertakes considerable military and financial assistance to Afghanistan, demanding in return facilities for transporting rifles and ammunition to the tribes on the north-west frontier of India and also for the agents to manufacture propaganda unopposed and to pass freely with it to India. The Soviet, further, demanded the right to establish representatives in such places as might be selected and a written pledge that the Amir would not conclude a treaty or agreement with any State other than Bolshevik Russia without the latter's prior consent.

The latter stipulation is doubtless intended to make abortive the Afghan-Indian negotiations or to entrap the Amir into a betrayal of the Emir of Bokhara, whose overthrow the Bolsheviks have since accomplished.

#### INDIAN TERRITORIAL FORCE. AS A MEASURE OF EDUCATION.

London, October 2nd.  
The creation of an Indian Territorial Force as a measure of education is recommended by a Committee, presided over by Viscount Esher, and appointed by the India Office to enquire into the administration and organisation of the army. The Committee does not think that this will impair the regular army efficiency or the recruitment for it. The new force ought to be co-ordinated with regulars and enlistment should be voluntary between the ages of 18 and 30 for four years with liability for general service in India. It is suggested that twelve units be started of which four be exclusively university corps and four university and general.

Sir Umar Hayat Khan, one of the Indian representatives on the Committee, in his comments, advocates drastic action against agitators attempting to spread disaffection, and favours their rigorous exclusion from universities or districts where their activities would be likely to cause possible contamination.

#### BIG GALVESTON BLAZE.

Galveston, October 1st.  
The damage caused by the fire yesterday is now estimated at two million dollars.

#### MR. H. G. WELLS IN RUSSIA.

London, October 3rd.  
Mr. H. G. Wells has arrived in Moscow.

#### THE IRISH SITUATION. REPRISALS FOR MURDER OF INSPECTOR.

London, October 2nd.  
It is reported that yesterday's murder of Inspector Brady at Tubbercurry brought quick reprisals at Tubbercurry, where four houses and two crematories were destroyed and fourteen horses damaged by bombs and rifle fire. The Sinn Feiners fired on police reinforcements.

Inspector Brady was 21 years old and was a nephew of the former M.P. Mr. Brady of St. Stephen's Green. He served in the Irish Guards during the war and acted as King's Messenger, carrying Earl Haig's dispatches. His party was ambushed by men lying in wait on the roadside behind a loop-holed wall. Expanding bullets were used.

#### REPRISALS CONDEMNED.

London, October 2nd.  
A circular issued from Dublin Castle to police officials in Ireland, says the Press reports of reprisals by the police and military are generally misleading and often represent acts of justifiable self-defence as reprisals. But there are cases where unjustifiable action has undoubtedly been taken and these are being carefully investigated. Meanwhile, it is necessary to emphasise that reprisals cannot be countenanced by those in authority. The great provocation under which men suffer who see their comrades and friends foully murdered is fully recognised, but the police are urged to maintain, despite provocation, the self-control which has characterised the force in the past. The police exist to restore and maintain order, and the destruction of buildings and institutions cannot but imperish the country and increase want and disorder.

#### SIR EDWARD CARSON DENOUNCES LORD GREY'S SCHEME.

London, October 2nd.  
Sir Edward Carson, replying to Lord Grey's Irish proposals, says they bluntly mean to abandon all Loyalists to the Crown and leave them to the mercies of Sinn Feinism and to let the Irish murder each other and exhaust themselves in slaughter. He asks if the murder of British officers in India and Egypt are to have the same result. He declares that while Ulster does not want the Home Rule Bill it is far more preferable to Lord Grey's proposal. Therefore, Ulster is ready to receive and work the Bill which the Government pledged would be placed on the Statute Book. He did not doubt that the pledge would be kept.

Sir Edward Carson says, as regards Lord Grey's scheme, that a more hopeless suggestion never emanated from the brain of a statesman, and adds that the next step would be to allow the Irish a Republic.

#### HOME RULE BILL PROSPECTS.

London, October 4th.  
The Observer declares that the Government has resolved to adhere to the main features of the Home Rule Bill, namely, the establishment of two parallel Legislatures in Dublin and Belfast, linked by a joint Council. It is of opinion that, on this point, the House of Lords, in its present mood, is likely to wreck the Bill; therefore, it is not impossible that Mr. Balfour will be urged to make the greatest sacrifice of patriotism by going to the House of Lords in the interests of Irish policy.

#### FAR EASTERN CABLE NEWS.

##### (THROUGH REUTER'S AGENCY.)

#### WAR VETERANS AGAINST JAPANESE IMMIGRATION.

Cleveland (Ohio), Sept. 30th.  
After a stormy debate, the second annual convention of the American Legion, consisting of thousands of war veterans, passed a resolution urging the cancellation of the so-called "Gentlemen's Agreement" with Japan, for the exclusion of "picture brides" and for the rigorous exclusion of Japanese immigrants.

#### ANOTHER STEAMER FOR EASTERN TRADE.

London, October 1st.  
The 10,000-ton screw steamer Glenagarr, 500 feet long, was launched at Glasgow. It will be employed in the Eastern trade, and have some passenger accommodation.

#### ROBBERIES IN LANTAU ISLAND.

##### CHINESE SHOT DEAD.

Sixteen men, armed with rifles, entered a steamer at Lantau Island on Saturday night, occupied by two fishermen. Four of the men stood on guard at the door while the others demanded a certain sum of money from one of the men. When the request was refused the men shot him dead. The second man managed to escape and ran up the hill-side calling out "Thief." He reported to the Police Station, but by the time the Police arrived at the shed the men had disappeared.

#### KNIFED AND SHOT. WOUNDED MAN SUCUMBED.

An inexplicable murder was committed in Jubilee Road on Sunday afternoon. A Chinese was found by the Police to be suffering from a stab wound in the abdomen and some bullet wounds in the back, and was removed to the hospital where he died a few hours later. The information the Police received was that three men had attacked the deceased, but for what reason is not known. The Police are searching for the three murderers.

#### GOLF NOTES. (BY ZODIAC.)

The weather at noon on Saturday did not look too promising for the week-end and no doubt was responsible for the small number playing in the afternoon. However, Sunday was fine and, in spite of the heat, there was a large attendance at Fanning. The course was playing exceedingly well and there was no possible cause for complaint, except for the player who strayed into the rough, but this will soon be rectified, for the process of cutting has already commenced and I understand the work will be completed in about ten days time. By next Saturday we ought to notice a big improvement.

It was pleasing to find the "lookers" taddies stationed round the course "once again. Perhaps one was a trifle optimistic about their abilities, but it certainly inspired one with greater confidence knowing that they were there. I do not think so many balls were lost as during the previous week-end, when one member estimated that at least 250 must have gone, never to be seen again by their respective owners! It almost makes one inclined to open a Golf Ball Factory in Hongkong. As my opponent remarked on Saturday, one cannot get a ball that whistles or shouts when lost, so why not make one that can be found by its smell! It's not a bad idea, but I trust, that if he has any intention of carrying out his suggestion the smell chosen will be a pleasant one or he will find himself the sole occupant of the course.

I am afraid I always have a weekly grouse, and this week it is against members and subscribers who persist in breaking the Club's regulations by giving "cummings" to their caddies. The Committee have gone very thoroughly into the matter of pay and I understand that a ticket for the number of rounds played, adequately rewards the boy for his services and also includes remuneration for the cleaning of clubs. At one time it was left to the players themselves to pay the caddies what they thought fit. This led to the boys' parents approaching the Committee with a view to standardising the rate, for as they pointed out, many of the boys were earning more than they were themselves. Mr. A. E. Wood has taken charge of the Fanning caddies for the Committee; so unless we adhere to the rules and regulations his energies will be wasted. The Committee merely ask us not to engage a caddy except through the caddy master, and not to pay him except by ticket. There is no need to engage a boy at the station to carry one's bag or clubs, for hand-carts are provided for this purpose by the Club, incidentally, free of charge. If only we comply with this regulation the boys will, in time, realise that to meet the trains is throwing away a chance of getting a job and we shall not be bothered by a mob from the time we arrive till the time we reach the Club house. My remarks apply equally to Happy Valley and Deep Water Bay courses. If any member or subscriber sees any one offending against this regulation it is up to him to report the offender to the Committee, who will no doubt know how to deal suitably with the case.

The Committee have decided that the Junior Championship is to be cancelled or at least postponed indefinitely. There is a two-fold reason for their decision. In the first place they consider the fixture card is adequately filled up to the end of the year; and, secondly, there is no permanent trophy for this competition, which has only been in existence for two years. Each of these occasions the cup was presented by a member—I believe our present Captain. However, if enough enthusiasm is shown by members there is a possibility of the event being revived in the New Year.

I have been asked to remind members and subscribers that entries for the Governor's shield, which is competed for annually, close on the 28th inst. The competition is a knockout tournament, each match, 18 holes. One pair only is allowed to take under Club handicaps, from each of the following: a Government Department, H. M. Ship, Naval Depot, Military Corps or Regiment, and Professional or Business House. In the event of a member being an only man eligible, he may, with the consent of the Committee, enter with a member of a similar profession or business. There are quite a number of entries for the Club Championship and it looks almost certain that the qualifying rounds will be necessary to decide on the 18 to take part in the match play.

The "selling sweep" on the Championship has been a popular attraction and the books are filling rapidly. There are books in all the Club Houses and one also in the Hongkong Club. The first prize will certainly be worth winning and for the benefit of those who have not yet taken "a chance" I might mention that October 25th is the last available day. The draw takes place on 29th inst.

The ladies have stolen a march on the men with regard to Club-house decorations and are one up, or I should say two up, as regards honours boards. There are two very neat-looking boards in their Club-house at Fanning. One gives the names of the winners and runner-up of the ladies' championship, whilst the other records the best gross score of the year. For the interest of those blessed with motor-cars, the new garage at Fanning is nearing completion. In fact, the covered stand, which will hold 10 cars, is ready, but the approach and yard are not. Cinders are wanted for the foundation and these have been promised by the Kowloon-Canton Railway Co. British Section, to be delivered shortly. When completed there will be room for a large number of cars.



**A. G. DA ROCHA**AUCTIONEER, SURVEYOR AND  
GENERAL BROKER

20, Queen's Road Central, Telephone No. 2892.

**WEEKLY AUCTIONS.****WEDNESDAYS.****MISCELLANEOUS GOODS.****THURSDAYS.****SUITABLE HOUSEHOLD FURNITURE.****FRIDAYS.****"EXCELLENT" HOUSEHOLD****FURNITURES.****A. G. DA ROCHA,**AUCTIONEER, SURVEYOR AND  
GENERAL BROKER

No. 24, D'Almeida Street, Telephone No. 2892.

FAYOURED with instructions from The  
Conservator will sell by Public Auction  
on **TUESDAY, October 5th, 1920, at 2.15**  
P.M. at his Sales Room.A QUANTITY OF  
MISCELLANEOUS GOODS AND  
EFFECTS  
AlsoNavy Blue Serge, in good condition.  
7 yards or 8 yards suit lengths.  
240 Aero-lite. Burns 96 per cent. Air 5 per  
cent. Gasoline.  
60 cases Yellow Bar Laundry Soap.  
70 Blue  
60 Soap—140 cakes each.  
90 Compositol Powder.  
120 pieces Leather.  
20 Ship Baiting.  
Terms—Cash on Delivery.**SEAMEN'S INSTITUTE.**

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile  
Marine and R.M. Navy.Reading and Writing Rooms, Billiard Room  
Officers' Room, C.P.O.'s Room, Restaurant,  
Concert Hall, Church.Private Cabins and beds in Dormitories  
Motor Launch "Dayspring."**GRIMAULT'S  
SYRUP**

OF

**HYPHOSPHITE OF LIME****FOR****STUBBORN COUGHS****BRONCHITIS****WEAK LUNGS****CATARH****CONSUMPTION**This is the best  
**THERAPION NO. 1**  
**THERAPION NO. 2**  
**THERAPION NO. 3**  
Sole Agents: K. & W. L. & Co., Ltd.,  
10, Market Street, Hong Kong.  
Sole Agents: K. & W. L. & Co., Ltd.,  
10, Market Street, Hong Kong.**CHILDREN OF FAR OATHAY.**A SOCIAL AND POLITICAL MOVIE OF  
AMAZING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Cin-  
emas Service, Author of "The Mystic  
Flower Land," etc.THE VOLUME, which consists of 491 Pages  
and includes a Sketch Play of historical  
interest showing the disposition of the Forces at  
the battle of Kweilin, is dedicated to Sir ROBERT  
HART, G.C.M.G., and Dr. A. HARRIS.  
Its description of Chinese Social conditions in  
China, makes "CHILDREN OF FAR OATHAY" an  
excellent volume for Customs and Superstitions,  
combined with the insight it gives into political  
presentation to friends at Home.

PRICE ..... \$5.50.

To be obtained from Messrs. K. & W. L. & Co.,  
10, Market Street, Hong Kong, or from the Printers  
and Publishers, the "HONGKONG DAILY PRESS"  
Office.**Let Cuticura Help You  
Look Like This**Nothing better to care for your skin,  
hair and hands. The Soap to cleanse  
and purify, the Ointment to soothe  
and heal. Use them for daily toilet.  
Sole Agents: K. & W. L. & Co., Ltd.,  
10, Market Street, Hong Kong.  
Sole Agents: K. & W. L. & Co., Ltd.,  
10, Market Street, Hong Kong.**A Good  
Medicine**according to one of the wise old  
thinkers of the past, possesses two  
important qualities. It "restores  
us our health when we lose it" and  
it "preserves our health when we  
have it." Probably no popular  
medicine possesses these two  
qualities in greater measure than  
Beecham's Pills. Beecham's Pills  
restore and also preserve the  
health. They are excellent to take  
when the system is run-down and  
in need of a gentle restorative.  
Beecham's Pills act upon and  
through the organs of digestion—  
the regular and harmonious work-  
ing of which is of the first impor-  
tance. They speedily correct  
irregularities and restore healthy  
conditions. It has been abundantly  
proved that the occasional use of  
this well-known medicine will go  
far to maintain the general health  
in a state of efficiency. Enjoy good  
health therefore, by taking that  
good medicine—**Beecham's  
Pills.**BEECHAM'S PILLS are specially  
suitable for Females of all ages.  
In boxes, 1s. 6d., 3s., 6s., 12s. 6d.**ASAHI BEER**SOLE AGENTS  
MITSU BUSSAN KAISEA**DR. MANNIX IN LONDON.**GRIEVANCE AGAINST THE  
GOVERNMENT.Archbishop Mannix arrived in London  
from Penzance on August 10th. At Pen-  
dington, he was met by a delegation re-  
presenting various Irish organizations in  
London. There was a little cheering, one  
or two Roman Catholics kissed the Arch-  
bishop's ring, and as soon as his luggage  
had been put into a taxicab he drove away  
with his secretary, Father Vaughan, to  
Nazareth House, Hammer Smith.After luncheon at Nazareth House Dr.  
Mannix took a run in a motor-car, accom-  
panied by Mr. Charles Diamond, the  
editor of the Catholic Herald, who was  
released from Pentonville, and Mr. D.  
Mitchell Quinn, the editor of a Glasgow  
Catholic newspaper. He returned after  
about an hour, and spent the rest of the  
afternoon in the Convent.**THE ARCHBISHOP ON HIS VISIT.**In conversation with a representative of  
The Times at Nazareth House, Archbishop  
Mannix said:I intend to press my claim to go to  
Ireland, my native country, by every  
means in my power. This I claim as my  
undoubted right. With regard to certain  
plans of which the Irish authorities are  
said to have cognizance that it is intended  
to smuggle me into Ireland as a ship's  
freeman or a cattle drover, I need hardly  
say that I know nothing of such plans.  
As to my future movements, I have not  
yet decided upon any.The grievance that I have is against the  
British Government and not against the  
agents who carried out their purposes. I  
am an Australian citizen, who wishes to  
visit Ireland, his native land. Among  
other purposes in visiting Ireland I wish  
to go there for personal and family reasons  
upon which I have no desire to take the  
public into my confidence. I think there  
is more in the anxiety that the public  
should realize. I thought it my duty as  
Archbishop of Melbourne to stand up for  
the weak against the strong. As a conse-  
quence, on more than one notable occa-  
sion, I have felt compelled to use an in-  
fluence that I have on behalf of the  
workers of Australia. My name, there-  
fore, came to be associated in Australia  
with Labour politics. On two very notable  
occasions, I thought it my duty to oppose  
conscription in Australia. On both occa-  
sions, in spite of the efforts of Mr. Hughes  
and of the whole of the daily Press of  
Australia, conscription was defeated. The  
result was that Australian volunteers did  
more than their share in men and money  
to win the war. But I have never been  
forgotten for helping according to the mea-  
sure of my ability to defeat conscription  
in Australia and to save democratic Aus-  
tralia from military despotism.**SUPPORT OF LABOUR.**I have never been forgiven for support-  
ing Labour and helping to defeat conscrip-  
tion. People, therefore, can easily under-  
stand why so many messages are coming  
from the defeated and discredited Mr.  
Hughes, who succeeded in having his party  
returned at the last election by a majority  
of one vote or perhaps two. I am not  
surprised that he is feeling nervous, be-  
cause since I left Australia one of those  
by whose votes he was clinging to office,  
and who has been returned by a majority  
of one vote, has been unseated, and at  
the new election his candidate was defeated  
and his majority of one turned into a  
minority of 3,000.The second reason on account of which  
so much hostility has been manifested is  
that I thought it my duty while in Aus-  
tralia to defend Ireland, my native coun-  
try, from the persistent and systematic  
vilification of Ireland in Australia  
through cables passing through London.  
(These are the only cables they ever get).  
As a result of my democratic attitude in  
Australia, and as the result of my Irish  
attitude, deliberate attempts were made to  
discredit me in America, and it possible  
prevent my entrance into America. These  
attempts failed. I did go into America,  
and from San Francisco to New York in  
every big city I got a welcome and a  
public demonstration that could give no  
consolation either to Mr. Hughes or to  
those who sympathize with him in Eng-  
land.**"THE LAUGHING STOCK OF THE WORLD."**It has been stated that I have made  
vigorous comments in America on the  
relations between England and Ireland.  
If I have they were well deserved, and I  
stand by every word and syllable that I  
have spoken, and my statements in Amer-  
ica were received with applause by hun-  
dreds and thousands of Americans as I  
came through the States. So far from  
meeting with opposition or hostility of any  
kind, I had the honour which, as a prize,  
of having had the freedom of the  
City of New York and other cities con-  
ferred upon me. If I said anything in  
America which was inaccurate or mislead-  
ing there were hundreds of well-paid Bri-  
tish propagandists to correct any mis-  
apprehension. But British politicians  
defected on the platform have recourse  
to other more brutal methods. The Bri-  
tish Government, apparently, was un-  
willing not merely that I should enter  
America but that I should enter Ireland,  
or come into touch with any of the great  
Irish centres in Great Britain. I don't  
consider it any part of my duty to fall  
in with their plans. Rather I thought it  
best to allow them to have all the odium  
they may attach to my exclusion from  
Ireland. Whether the action they have  
taken is legal must be considered, but whe-  
ther legal or not, the result has been to  
put me to a certain amount of personal  
inconvenience, and to render the British  
Government in Ireland the laughing stock  
of the world.Since the Battle of Jutland the British  
Navy has not scored any success com-  
parable with the chasing of the Baltic  
from the Irish shores and the capture  
without the loss of a single British sailor  
of the Archbishop of Melbourne. The Bri-  
tish authorities possibly think that that  
naval victory was worth winning, and that  
the money involved has been well spent.

(Continued at foot of next column).

**THE OLYMPIC GAMES.**

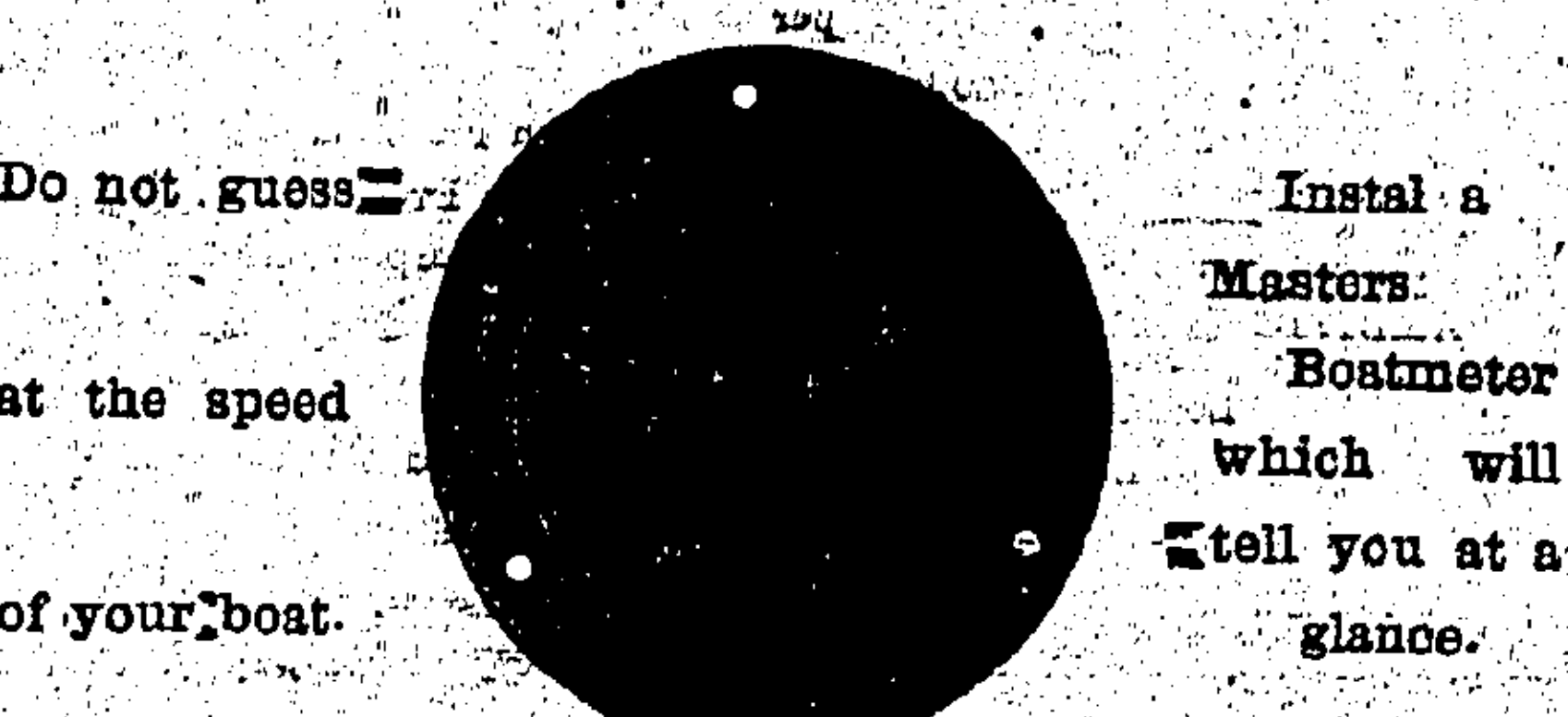
MARATHON RACE DESCRIBED.

KOHLEMAINEN CREATES WORLD  
RECORD.

ANTWERP, August 23rd.

The Marathon Race was, of course, the  
great event of yesterday. It was a formid-  
able task at the start to get between  
forty and fifty men lined up about ten  
deep, a parti-coloured mass of blue, red,  
white, and green jerseys, and when this  
was successfully accomplished the men  
circled the track twice and then passed  
out through the big gateway in torrents  
of rain. Crowds lined the roads for some  
distance, evincing great enthusiasm. In  
the villages throughout the route infantry  
and cavalry were posted at intervals of  
25 yards to keep the highly-strung specta-  
tors out of the way of the runners. Every  
half mile or so excited Japanese waved  
enormous national flags at their com-  
patriots. Datar, the Indian, who was the  
last to quit the Stadium, apparently fell  
out in the first mile, but reappeared half  
way, miles behind, sturdily hanging on.**A GALLANT STRUGGLE.**Gitsham (South Africa) soon assumed  
a lead, closely attended by Hannos Kohle-  
mainen, and followed at short intervals  
by Broos the Belgian and the Italian,  
Arry. The sturdy Finn and the short-  
striding green-clad South African drew  
further away, and at 50 kilometres seemed  
to have the result between them, both  
going well. The pace had been very great,  
the two leaders having covered 17 kilo-  
metres in the first hour. At half way  
Gitsham and Kohlemainen were running  
shoulder to shoulder; Broos was 200 yards  
astay, and Arry 400 yards behind.  
Shortly afterwards Arry caught up Broos  
and passed him. Kohlemainen, with his  
vast advantage in stride, freewheeling on  
deavouring to wrest the lead from Gitsham,  
who gallantly and doggedly kept to the  
front. About seven kilometres from the  
finish, however, Gitsham fell behind,  
losing yard by yard, and then he dropped  
to third place, yielding second place to  
Loosmann who, after being a mile behind,  
was coming up amazingly. Loosmann, who  
by the way, is a Swede, and not an  
Estonian, continued to gain on Kohle-  
mainen, and there were great prospects of  
a splendid finish. Kohlemainen, however,  
entered the Stadium of which he made  
one circuit, to win by 60 yards, having  
covered the distance of 26 miles 131 yards  
in the world's record time of 2 hours 32  
minutes 25 4-5ths seconds.**ACCLAIMING THE VICTOR.**When he broke the tape there was a  
scene of great enthusiasm. The victor  
draped in the Finnish flag and crowned  
with a wreath of laurels, made a triumph-  
al tour of the Stadium, a crowd of  
20,000 spectators cheering him lustily.A fine race of men these Finns, who do  
credit to the thoroughness with which they  
pursue their ideal of physical culture.  
The winner came striding into the arena  
at about twenty minutes to six o'clock,  
without showing much sign of his long  
struggle in the mud and rain and over  
the rough cobbles. Before he was halfway  
round the circuit Loosmann entered. Then  
there was a pause before the Italian  
colours were seen, and then a loud roar  
of applause greeted Broos, the Belgian.  
It was not until number thirteen—unlucky  
number—that the Empire's first repre-  
sentative came in, and he was Dellow,  
the Canadian. Next to him was Mills,  
of Lincolnshire, and then another Canadian,  
Scholar. To these and to P. D. Chaugule,  
of British India, belong the honour of  
being sole representatives of the Empire  
in the first twenty.**ORDER OF FINISHING.**The order of finishing and the times of  
the first twenty competitors are appended.

1.—Kohlemainen (Finland) ..	2 32 25 4-5
2.—Loosmann (Sweden) ..	2 33 42 2-9
3.—Arry (Italy) ..	2 38 37 4-5
4.—Broos (Belgium) ..	2 39 25 4-5
5.—Knominski (Finland) ..	2 40 18 4-5
6.—Sofus (Denmark) ..	2 41 18
7.—Leroy (U.S.) ..	2 41 30
8.—Hansen (Denmark) ..	2 41 38 4-5
9.—Tallgren (Finland) ..	2 42 40
10.—Kohlemainen (Finland) ..	2 44 31 6
11.—Trinder (U.S.) ..	2 44 31 3-5
12.—Mellor (U.S.) ..	2 45 30
13.—Dellow (Canada) ..	2 45 47
14.—Mills (Great Britain) ..	2 48 5
15.—Scholar (Canada) ..	2 48 30 3-5
16.—Kamakuri (Japan) ..	2 48 45 2-5
17.—Kumm (Sweden) ..	2 49 20 2-5
18.—Macho (France) ..	2 50 1-5
19.—Chaugule (India) ..	2 50 45 2-5
20.—Zongoku (Japan) ..	2 51 9

By even their own friends in the Press  
scarcely venture to share that view. At  
all events I claimed the right to go to  
Ireland and I claim that right still, and  
I mean to press that claim by any means  
in my power, unless indeed the Irish people  
or the Irish Government—I mean the  
Republican Government—signal to me  
that my presence in my native country  
is unwelcome. From the British Govern-  
ment I have received no consideration and  
I expect and desire no favour or privilege.  
I shall return to Australia in spite of any  
opposition which Mr. Hughes might offer.  
He is not my ecclesiastical superior and  
he is rather more concerned about hold-  
ing his position.**"A CRIMINALS' PEOPLE."**No man is more opposed to outrage,  
crime, or murder than I. I cannot recon-  
cile myself even with capital punishment.  
The crime that is in Ireland should be  
settled on the right shoulder. The Irish  
people are the most criminally people in  
the world, and the only crimes with which  
they are charged before the world are  
political crimes, which resulted from bad  
government. I do not consider myself in  
the least bound by any of the Govern-  
ment's orders, but whether I shall take  
steps to defy the Government is another  
matter. The orders forbidding me to  
enter Ireland are no more binding on me  
than if they were made by the Shah of  
Persia.**Personal Pipe  
Tobacco?**OBTAINABLE AT—  
**TABAQUERIA FILIPINA,**  
NO. 19, ICE HOUSE STREET,  
PHONE No. 3559. NEXT TO MEE CHEUNG PHOTOGRAPHERS.**XMAS SALE.**  
For 15 Days only. From 1st October, 1920.  
**EVERYTHING SUITABLE FOR XMAS PRESENTS.**  
**SWATOW DRAWN WORK CO.,**  
14, Des Voeux Road, Central, Phone No. 2860.**UNION ENGINEERING**CO., LTD.,  
13, Chater Road.

Phone No. 3273.

**KAPADRY**  
FOR MOTOR HOODS  
**RHINOHYD**  
THE "Elastic Materials" used by  
BRITISH WAR OFFICE for  
their WATERPROOF COVERS  
ALSO  
ALL MOTOR BODY FITTINGS  
G. JOHNSTON, 13/177, Shaftesbury Avenue,  
W.C.2 LONDON, ENGLAND.**MARTIN'S  
APOLISTES**  
**VETARZO**  
ON SALE  
BOUND VOLUMES of the HONGKONG  
DAILY PRESS, January to June,  
1920. With Index. Price \$7.50.  
On sale at the HONGKONG DAILY PRESS  
Office.



**DODWELL & COMPANY, LD.**

STEAMSHIP SERVICES  
Regular Sailings to  
**NEW YORK & BOSTON**  
via Suez or Panama Canals at Owner's Option.

S.S. "MUNCASTER CASTLE" ... about middle of November

**LLOYD TRIESTINO**

For SHANGHAI

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

via SINGAPORE, PENANG & COLOMBO

S.S. "HUNGARIA" ... sailing on 4th October, at 11 a.m.

S.S. "AFRICA" ... sailing on 7th November.

Passengers' Luggage can be insured at the Office of the Agents.

**NANYO YUSEN KAISHA, Ltd.**

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

**JAPAN, HONGKONG & JAVA.**

For JAPAN

S.S. "HOKUTO MARU" ... sailing on or about 19th Oct.

S.S. "BORNEO MARU" ... sailing on or about 30th Oct.

For JAVA

S.S. "SAMARANG MARU" ... sailing on or about 10th Oct.

**OCEAN TRANSPORT Co., Ltd.**

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.

In conjunction with the

INDO CHINA STEAM NAVIGATION CO. LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Agents.

110

**N. Y. K.****NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan port.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (omitting Shanghai) ... Thursday, 14th Oct., at 11 a.m.

TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.

TOYOHASHI MARU ... Friday, 26th Nov., at 11 a.m.

FUSHIMI MARU (omitting Manila) ... Tuesday, 14th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

TAMPA MARU ... Monday, 4th Oct., at Noon

MISHIMA MARU ... Monday, 18th Oct., at Noon

SABO MARU ... Friday, 29th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU sailing from Yokohama ... Saturday, 16th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and

Port Said.

TOTTORI MARU ... Tuesday, 5th Oct.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 29th Oct., at 11 a.m.

AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU ... Tuesday, 19th October.

SOUTH AMERICAN PORTS via CAPE.

TOSA MARU sailing from Singapore ... Sunday, 17th Oct.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Friday, 8th October

CALCUTTA & RANGOON via Singapore & Penang.

TOMIURA MARU ... Saturday, 8th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU ... Saturday, 9th October.

BARODATE MARU ... Saturday, 16th October

TENSHIN MARU ... Wednesday, 20th Oct.

INABA MARU ... Thursday, 21st Oct., at 11 a.m.

For further information apply to—

**NIPPON YUSEN KAISHA**

Telephone Nos. 291 & 293.

B. YASUDA, Manager.

**THE EAST ASIATIC CO., LTD.**

COPENHAGEN.

**M.S. "PANAMA"**

will be loading about the Middle of October for Copenhagen taking cargo on through Bills of Lading to Scandinavian and Baltic destinations at Conference Rates.

For space and particulars please apply to—

**THORESEN & CO.**

AGENTS

1165

**A CLAIM AGAINST AN AMERICAN CO. JURISDICTION AT SHANGHAI QUESTIONED.**

COUNSEL FOR PLAINTIFF'S STRONG COMMENT.

A plea against the jurisdiction of the U.S. Court for China, raised by the Neuss, Heaslein Co., Inc., was argued at Shanghai last week before the Hon. C. S. Lobinger, Judge. Defendants are being sued in that court by the Belgian Trading Co.

Mr. S. Feasenden appeared for plaintiffs and Mr. J. B. Davies for defendants. Mr. Davies said this matter was before the court on a plea to the jurisdiction entered by the defendants. His instructions to appear for them had been received by cable direct from New York. Neuss, Heaslein & Co. was a corporation organized under the State of New York laws. Their position was that the company was in no sense carrying on business within the jurisdiction of the U.S. Court for China. One of them had even been given power of attorney and they had never been registered at the American Consulate or in any consulate in Shanghai.

His Honour: Have they any representative here?

Mr. Davies: They have a man we claim is in the position of a salesman. He has no authority to open a bank account or to arrange for credit.

His Honour: What does he do here?

Mr. Davies: Takes orders and transmits them to New York.

His Honour: If an order is not filled to the satisfaction of the customer he has to go to New York?

Mr. Davies: Yes.

His Honour: That is rather a hardship.

Mr. Davies: It is the same as a salesman selling goods in Ohio for a New York company; the remedy is in New York, not in Ohio.

Mr. Feasenden said he was there to prove that defendants had an office here and had been doing business here.

Mr. C. F. Hueglin said he had been an employee of defendants for 12 years. He did not hold any power of attorney for them nor did anyone in China. He carried out instructions received by cable. He signed letters in his own name representing defendants.

Cross-examined: He knew the firm name appeared in the Hong List and also in the telephone book. In one of their trade books the Shanghai branch was given as 1, Yuen Ming Yuen Road. These books were circulated all over the world. Defendants made all the profits on the transactions completed in Shanghai. Previous to his arrival business to the extent of several hundred thousand taels had been done.

Re-examined: The firm had no godown here and no stocks in Shanghai. He did nothing but transmit orders.

Mr. L. van der Stegen said he was proprietor of the plaintiff firm. He had done business with Mr. Hueglin's predecessor to the extent of from Fla. 500,000 to Fla. 800,000.

Mr. Feasenden said defendants could not deny that they had held out to the world that they had a branch in Shanghai and unless they made a little more frank and clear showing based on commercial integrity and honour they did not deserve much sympathy from the court.

Mr. Davies said there was no attempt on the part of defendants to evade the matter at issue. There was a jurisdiction in which they should be sued and in which they were perfectly willing to appear. There was no attempt to evade liability. According to the authorities mere solicitation of business was not doing business in the terms under which they were liable to appear in that court. That was defendants' position in this case. Plaintiff had his remedy in the courts of New York. It would mean no greater hardship on plaintiff than trying the case here would mean for defendants.

Judgment was reserved.

**MATRIMONIAL COMPLICATIONS. HOME FROM CHINA TO ANSWER CHARGE.**

An extraordinary story was related at Boston on August 24th when Peter McLeod Peace, aged twenty-six, a navigation officer, was committed for trial charged with marrying Lizzie May Hopkins, his former wife, Virginia Catarina Peace, being then alive.

In 1915 Peace, according to the prosecution, met at Marseilles a young Italian woman, Virginia Catarina Gialtieri, whom he married the following year at Southampton, where they stayed in apartments, he being most of the time at sea. Later his wife went to live with his friends in Fifehire. On January 7th, 1917 at Boston, Peace "married" Lizzie May Hopkins, widow of a Territorial officer killed in the war. On ascertaining that fact Mrs. Peace petitioned for and was granted a divorce at Edinburgh on the ground of her husband's bigamy. Then she married an Edinburgh solicitor, and Peace, hearing of the divorce, lawfully married Mrs. Hopkins.

Meanwhile a warrant for Peace's arrest was out at Boston, and he came from China to answer the charge.

There was once a gardener who gardened at Kew (London). One day he listened to a teacher displaying to his class under a tree in the garden. The teacher told the tree an elm, and pointing out that the elm had been introduced into Britain by the Romans, asked rhetorically: "If this elm could only speak, what history it could tell us!"

And the gardener, when asked: "I would say, 'I'm not a halm!'"

**VISITORS AT HOTELS.**

HONGKONG HOTEL.

Mr. C. K. Andrews

Mr. Mrs. H. M. Lillie

Mr. J. Barr

Mr. & Mrs. C. H. Benson

Mr. & Mrs. N. H. Begley

Mr. E. B. Berry

Mr. & Mrs. S. Boney

Mr. A. N. Bishop

Mr. C. W. Boden

Mr. F. Brady

Mr. G. K. Hall Brutton

Mr. F. Carleton

Mr. E. P. Chandler

Mr. E. H. Chandler

Mr. W. M. Cox

Miss E. Cox

Mr. I. Delbourgo

Mr. & Mrs. Montague

Mr. A. D. Estes

Engineer Capt. S. P. Ferguson

Capt. E. B. Francis

Mr. J. S. B. Gardiner

Mr. J. N. G. Gibbons

Mr. B. H. Gibson

Mr. R. A. Gowen

Capt. G. H. Gifford

Mr. & Mrs. H. H. Haines

Mr. & Mrs. W. A. Hannibal

Mr. D. J. Hanson

Mr. J. Scott Harston

Mr. & Mrs. O. Henriques

Mr. H. W. Hobbs

Mr. L. Honigberger

Mr. E. H. Hunter

Miss R. Huston

Mr. & Mrs. K. Hyman

Mr. E. S. Jaccard

Mr. W. G. Johnson

Mr. J. Johnson

Mr. E. B. Jones

Mr. & Mrs. J. L. de Jongh

Mr. E. Joseph

Mr. & Mrs. B. Karanja

Mr. & Mrs. R. Kewley

Mr. S. M. Kirman

Mr. C. Leaser

Mr. J. P. Lancoumet

REGULAR PAY HOTEL.

Mr. & Mrs. T. F. Cobbs

Mr. & Mrs. B. Matheson

Mr. & Mrs. E. S. Wells

Mr. A. D. Powell

Mr. & Mrs. Payperoux

PEAK HOTEL.

Capt. Archer

Mr. & Mrs. A. E. Ashton

Dr. & Mrs. H. de

Mr. & Mrs. B. B. Bax

Mr. H. E. O. Bird

Mr. & Mrs. Birkett

Mr. & Mrs. D. K. Blair

Mr. & Mrs. Booth

Mr. J. G. Breen

Capt. & Mrs. Carson

Mr. G. E. Caville

Mr. & Mrs. B. de Chazomnes

Mr. & Mrs. J. W. Church

Mr. & Mrs. E. Cockburn

Mr. C. F. Cooper

Mrs. Cormack

Mr. Conon

Mr. & Mrs. Crowley

Mr. D. P. Cuthill

Eng. Comdr. W. Dawson

Mr. & Mrs. A. M. van der Elst

Mr. & Mrs. F. Dink

Mr. & Mrs. F. J. Dickie

Dr. Donnan

Capt. Douglas

Mr. & Mrs. John Duncan

Mr. O. Eager

Mr. G. E. Ellams

Mr. A. V. Farmer

Mr. C. Farmer

Mr. J. Farmer

Rev. W. T. Featherstone

Dr. & Mrs. C. Forsyth

Mr. H. Greenwood

Mr. & Mrs. W. H. Groskamp

Mr. & Mrs. B. A. Hale

Mr. & Mrs. C. Hale

Mrs. L. Haines

Mr. & Mrs. J. B. Hallstrom

PALACE HOTEL.

Mr. T. Thos. da Cunha

Mr. & Mrs. Gourdine

Mr. & Mrs. J. H. & children

Mr. E. Doherty

Mr. & Mrs. F. Hobbs

Mr. & Mrs. H. S. Hurley

Mr. & Mrs. W. E. Kirby

Mr. J. W. Lawson

Mr. M. McCarthy

Mr. E. Nicholls

Mr. & Mrs. J. H. & children

Mr. J. Robertson

Mr. G. A. Searle

Mr. C. F. Starkey

Mr. E. Thomas

Capt. O. W. Wilks

**INDO-CHINA**

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

MANILA ... "YUEN-SANG" ... Wed. 8th Oct., 3 p.m.  
SHANGHAI ... "CHAKSANG" ... Wed. 8th Oct., 3 p.m.  
SHANGHAI ... "HANGSANG" ... Thurs. 7th Oct., 3 p.m.  
Kobe ... "LAISANG" ... Fri. 8th Oct., 3 p.m.  
STRAITS & JAVA ... "CHUNTSANG" ... Sat. 9th Oct., 3 p.m.  
HAIPHONG ... "TAKSANG" ... Sat. 9th Oct., 3 p.m.  
SANDAKAN ... "HINSANG" ... Sat. 9th Oct., 3 p.m.  
TIENTSIN ... "CHTPHANG" ... Sun. 10th Oct., 3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from a Calcutta steamer proceed via Suez and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when indicated on the schedule.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datar.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chaochow.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS, and DUTCH EAST INDIES.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.**

GENERAL MANAG







## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

"GENERAL CHURCH" ... 10th Nov.

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, JELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agent."ELLERMAN" LINE.  
ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "MATOPPO" ... 15th Oct.  
LONDON ... "CITY OF NAPLES" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to RINE &amp; Co., CANTON.

General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
NEWCHWANG	"PAKHONG"	On 5th Oct. 11 A.M.
AMOI, SHANGHAI & PUKOW	"SUIYANG"	On 5th Oct. 10 A.M.
SWATOW AND BANGKOK	"CHUAN"	On 5th Oct. 4 P.M.
SAMARANG	"CHIKOOWANYI"	On 5th Oct. 5 P.M.
WENHAI, CHUO & TIENTSIN	"HAIKOW"	On 7th Oct. Noon.
SHANGHAI & TIENTSIN	"SUNSHINE"	On 7th Oct. Noon.
SHANGHAI & TIENTSIN	"TEAN"	On 9th Oct. 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 10th Oct. 9 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passengers apply to—

BUTTERFIELD &amp; SWIRE, Agents.

TELEPHONE 25.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and excellent cuisine.

FOR  
SWATOW, AMOI AND FOCHOW

AND RETURN

(Occupying 9 to 10 Days)

"KAIHONG"	—	Capt. W. O. Passmore	TUESDAY, 5th Oct. at 5 P.M.
"KAIHONG"	—	Capt. J. E. Thomson	FRIDAY, 8th Oct. at 5 P.M.
"KAIHONG"	—	Capt. A. H. Stewart	TUESDAY, 12th Oct. at 5 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passengers apply to—

DOUGLAS LARPAIK & CO.,  
General Managers.

## LOS ANGELES PACIFIC NAVIGATION COMPANY

## TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Due	Leave	Due	Leave
S.S. VINTA	Oct. 10th	S.S. VINTA	Oct. 12th
S.S. WEST HILTON	Nov. 1st	S.S. WEST HILTON	Nov. 4th
S.S. WEST MONTOP	Dec. 1st	S.S. WEST MONTOP	Dec. 1st

Through Bills of Lading to all U.S. and Canadian Overseas Ports to Transshipment on routes Shipside connections with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif.  
Branch Office: Kobe, Shanghai  
Branch Office: Manila, SingaporeHongkong Office: Prince Matting, hater Rd.  
Tel. No. 1003CHAS. E. RICHARDSON  
Gen. Agent for South China.

## P. &amp; O. - BRITISH INDIA.

## APCAR AND EASTERN &amp;

## AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NANKIN"	6,800	10th Oct.	Marseilles, London & Antwerp
"DUNERA"	6,400	15th Oct.	Singapore, Colombo & Bombay
"KASHGAR"	6,900	22nd Oct.	Marseilles, London & Antwerp
"NOVARA"	6,900	18th Nov.	Marseilles, London & Antwerp
"NELLORE"	6,853	26th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,719	10th Dec.	do.
"DEVANHA"	6,107	17th Dec.	do.
"SCILLIA"	6,703	31st Dec.	do.
"FLASSY"	7,348	31st Jan. 1921	do.

## BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 4,600 13th Oct. Calcutta via Spore, Pang &amp; R.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	7th Oct. Noon.	Sandakan, Thursday Island,
"EASTERN"	4,000	1st Nov.	Cape Town, Brisbane,
+ Omits Sandakan			Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

"NOVARA"	6,900	13th Oct.	Shanghai & Japan.
"EASTERN"	4,000	14th Oct.	Japan direct.
"TAKADA"	7,000	21st Oct.	Shanghai & Japan.
"NELLORE"	6,800	24th Oct.	Shanghai & Japan.
"DILWARA"	6,400	30th Oct.	Shanghai Only.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable with those of P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabin are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels measuring not more than 5 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE &amp; CO., Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.  
OSAKA SHOSEN KAISHA.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

ARGUN MARU ... Saturday, 16th Oct.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN &amp; CAPE TOWN via SINGAPORE.

"CANADA MARU" (Taking Passengers) ... Tuesday, 2nd Nov.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Sunday, 10th Oct.

"BURMA MARU" ... Saturday, 16th Oct.

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly service.

"UNNAN MARU" ... Saturday, 2nd Oct.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and (via) OYAMA POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"ARIZONA MARU" (Taking Passengers) ... Tuesday, 12th Oct.

"MANILA MARU" ... Friday, 15th Oct.

+ Omits Manila

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... Sunday, 31st Oct.

NEW ORLEANS LINE

"SUMATRA MARU" ... Monday, 8th Nov.

JAPAN PORTS—Mori, Kobe, Yokohama &amp; Yokohama.

"HAWANA MARU" ... Monday, 20th Oct.

+ Omits Yokohama. Call Shanghai.

KERLING via SWATOW &amp; AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Sunday, 10th Oct.

TAKAO via SWATOW &amp; AMOI. ... Saturday, 16th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building. [31]

## AUSTRALIAN ORIENTAL LINE.

## HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia. Lv. Hongkong for Australia.

"TAIWAN" ... 18th Oct. ... 21st Oct.

Sailings Subject to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Transvaal Ports.

For Freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents. [32]

T. K. K.  
TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	... Oct. 12th
TENTO MARU	22,000	... Oct. 28th
SHUNTO MARU	22,000	... Nov. 13rd
PERLA MARU	9,000	... Dec. 2nd

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN, CRUZ, BALBOA, CALLAO, MOLLEND, ARICA &amp; IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SHUNTO MARU	14,000	... Nov. 9th
TOKUYO MARU (Cargo only)	...	... Dec. 9th
KIYO MARU	17,200	... Jan. 16th, 1921.

For full information, regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2374 &amp; 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

[33]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS"	On or about 7th Oct.
	"CORDILLERE"	On or about 22nd Oct.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID.

"ARMAND BEHIO" 10,000 ... On or about 10th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Acting Agent,

Queen's Building.

TELEPHONE 740.



## TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, &amp; VANCOUVER

(Calling at Shanghai and Kobe)

"ICONIUM" ... About Oct. 6th

"ELDRIDGE" ... About Oct. 29th

"WHEATLAND" ... About Nov. 17th

For PORTLAND direct.

"ABERCOS" ... About Oct. 23rd

For SEATTLE.

Through Bills of Lading issued in Overseas Steamers.

For Freight and Particulars apply to

## THE ADMIRAL LINE.

TELEPHONE 2477 &amp; 2478.

Fifth Floor, HONG KONG.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" &amp; "COLOMBIA,"

## HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU.

## THE SUNSHINE BELT.

The most comfortable route to America and Europe.

## SAILINGS FROM HONGKONG AT NOON

S.S. "COLOMBIA" ... Sailing Wednesday Noon, October 6th, for San Francisco via Shanghai, Kobe, Yokohama and Honolulu.

## U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

## HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Lima and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Manstone

Cable Address "SOLANO"

Telephone 141.



## POST OFFICE NOTICE

The Mail service to Wuchow is suspended. All Mails forwarded since September 30th have been returned to Hongkong.

## INWARD MAIL.

FROM	PER	DATE
JAPAN AND SHANGHAI	St. Albans	5th Oct
SHANGHAI	Taipei	8th Oct
JAPAN	Yokohama	8th Oct
JAPAN	Tokyo	10th Oct
STRAITS	Albion	10th Oct
MAINTA AND AUSTRALIA	Albion	10th Oct
STRAITS AND CALCUTTA	Albion	10th Oct

## OUTWARD MAIL.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

SHANGHAI, N. CHINA, JAPAN via KOREA	Yokohama	Wednesday, 6th, 1.00 P.M.
HONGKONG, CANADA, UNITED STATES	Yokohama	Wednesday, 6th, 1.00 P.M.
CENTRAL AND SOUTH AMERICA	Yokohama	Wednesday, 6th, 1.00 P.M.
EUROPE via SAN FRANCISCO	Yokohama	Wednesday, 6th, 1.00 P.M.
Philippine Islands	Yokohama	Wednesday, 6th, 1.00 P.M.
Straits, Bangkok, Calcutta and Aken	Yokohama	Wednesday, 6th, 1.00 P.M.
JAPAN via KOREA, CANADA, UNITED STATES	Yokohama	Wednesday, 6th, 1.00 P.M.
CENTRAL AND SOUTH AMERICA	Yokohama	Wednesday, 6th, 1.00 P.M.
EUROPE via SAN FRANCISCO	Yokohama	Wednesday, 6th, 1.00 P.M.
Swatow, Amoy and Foochow	Yokohama	Wednesday, 6th, 1.00 P.M.
Philippine Islands	Yokohama	Wednesday, 6th, 1.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Wednesday, 6th, 1.00 P.M.
Swatow and Bangkok	Yokohama	Wednesday, 6th, 1.00 P.M.
Port Moresby	Yokohama	Wednesday, 6th, 1.00 P.M.
Pakhoi and Haiphong	Yokohama	Wednesday, 6th, 1.00 P.M.

Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

Swatow, Amoy and Foochow	Hailong	Tuesday, 5th, 1.00 P.M.
Philippine Islands	St. Albans	Tuesday, 5th, 2.00 P.M.
Java and Port Moresby via Samarang	Yokohama	Tuesday, 5th, 3.00 P.M.
Swatow and Bangkok	Yokohama	Tuesday, 5th, 3.00 P.M.
Port Moresby	Yokohama	Tuesday, 5th, 3.00 P.M.
Pakhoi and Haiphong	Yokohama	Tuesday, 5th, 3.00 P.M.

## COMMERCIAL.

## OPENING QUOTATIONS.

DATE	PER	DATE
October 4th	Yokohama	1.00 P.M.
October 5th	Yokohama	2.00 P.M.
October 6th	Yokohama	3.00 P.M.
October 7th	Yokohama	4.00 P.M.
October 8th	Yokohama	5.00 P.M.
October 9th	Yokohama	6.00 P.M.
October 10th	Yokohama	7.00 P.M.
October 11th	Yokohama	8.00 P.M.
October 12th	Yokohama	9.00 P.M.
October 13th	Yokohama	10.00 P.M.
October 14th	Yokohama	11.00 P.M.
October 15th	Yokohama	12.00 P.M.
October 16th	Yokohama	1.00 P.M.
October 17th	Yokohama	2.00 P.M.
October 18th	Yokohama	3.00 P.M.
October 19th	Yokohama	4.00 P.M.
October 20th	Yokohama	5.00 P.M.
October 21st	Yokohama	6.00 P.M.
October 22nd	Yokohama	7.00 P.M.
October 23rd	Yokohama	8.00 P.M.
October 24th	Yokohama	9.00 P.M.
October 25th	Yokohama	10.00 P.M.
October 26th	Yokohama	11.00 P.M.
October 27th	Yokohama	12.00 P.M.
October 28th	Yokohama	1.00 P.M.
October 29th	Yokohama	2.00 P.M.
October 30th	Yokohama	3.00 P.M.
October 31st	Yokohama	4.00 P.M.

## BANKS.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	9,680,000
HEAD OFFICE:	TAIPEI, FORMOSA.
BRANCHES:	JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji, Fukuoka, Nagasaki, Kyushu, Nippon, etc.
FORMOSA—Gilan, Kagi, Nankai, Koo, etc.	
CHINA—Hongkong, Canton, Shanghai, etc.	
OTHERS—Amoy, Swatow, etc.	

## THE BANK OF TAIWAN LIMITED (TAIWAN BANK).

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	9,680,000
HEAD OFFICE:	TAIPEI, FORMOSA.
BRANCHES:	JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji, Fukuoka, Nagasaki, Kyushu, Nippon, etc.
FORMOSA—Gilan, Kagi, Nankai, Koo, etc.	
CHINA—Hongkong, Canton, Shanghai, etc.	
OTHERS—Amoy, Swatow, etc.	

## THE MERCHANTS BANK OF INDIA, LIMITED.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	9,680,000
HEAD OFFICE:	TAIPEI, FORMOSA.
BRANCHES:	JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji, Fukuoka, Nagasaki, Kyushu, Nippon, etc.
FORMOSA—Gilan, Kagi, Nankai, Koo, etc.	
CHINA—Hongkong, Canton, Shanghai, etc.	
OTHERS—Amoy, Swatow, etc.	

## THE BANK OF CHINA.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	9,680,000
HEAD OFFICE:	TAIPEI, FORMOSA.
BRANCHES:	JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji, Fukuoka, Nagasaki, Kyushu, Nippon, etc.
FORMOSA—Gilan, Kagi, Nankai, Koo, etc.	
CHINA—Hongkong, Canton, Shanghai, etc.	
OTHERS—Amoy, Swatow, etc.	

## THE BANK OF CHINA.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	9,680,000
HEAD OFFICE:	TAIPEI, FORMOSA.
BRANCHES:	JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji, Fukuoka, Nagasaki, Kyushu, Nippon, etc.
FORMOSA—Gilan, Kagi, Nankai, Koo, etc.	
CHINA—Hongkong, Canton, Shanghai, etc.	
OTHERS—Amoy, Swatow, etc.	

## THE BANK OF CHINA.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	9,680,000
HEAD OFFICE:	TAIPEI, FORMOSA.
BRANCHES:	JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji, Fukuoka, Nagasaki, Kyushu, Nippon, etc.
FORMOSA—Gilan, Kagi, Nankai, Koo, etc.	
CHINA—Hongkong, Canton, Shanghai, etc.	
OTHERS—Amoy, Swatow, etc.	

## THE BANK OF EAST ASIA, LTD.

## HEAD OFFICE—

No. 2, Queen's Road Central, HONGKONG.	Established 1910.
PAID-UP CAPITAL	\$2,000,000.00
RESERVE FUND	200,000.00

## DIRECTORS:

Mr. Chow Shou Son	Mr. Kan Ying Po
Mr. Li Koon Chun	Mr. Mok Ching Kung
Mr. Fung Ping Shan	Mr. Wong Yui Tong
Mr. P. K. Kwok	Mr. Chan Ching Shek
Mr. Ng Chang Luk	

## CHIEF MANAGER—

Mr. Kan Ying Po	Asst. Manager—Mr. Li Tse Fong
-----------------	-------------------------------

## BRANCHES &amp; AGENCIES—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
Kobe	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

## Every description of Banking and Exchange business transacted.

Interest allowed on Current Deposits at the rate of 2% per annum	on Fixed Deposits at the following rates:
For 3 months at the rate of 3% per annum	
For 6 months at the rate of 4% per annum	
For 12 months at the rate of 5% per annum	

## KAN TONG PO.

Chief Manager—	Mr. Li Tse Fong
Hongkong, October 1st, 1920.	

## BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.	
Subscribed Capital	Fr. 72,000,000.00
Paid up Capital	Fr. 63,400,000.00
Reserve Funds	Fr. 69,567,203.54

## BRANCHES:

Bangkok	Hongkong	Saigon
Batavia	Manila	Shanghai
Canton	Nankai	Singapore
Hankow	Peking	Tientsin
Hanoi	Poulovenet	Tourane

## IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de Pays-Bas; Credit Industriel et Commercial; Societe Generale.

## IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

## IN NEW YORK: J. P. Morgan &amp; Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

## Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

## Every description of banking and exchange business transacted.

## L. BERENDOAGUE, Manager.

## Hongkong, August 2nd, 1919.

## BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

AUTHORIZED CAPITAL	Fr. 250,000,000
SUBSCRIBED CAPITAL	Fr. 150,000,000
PAID UP	Fr. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC	Fr. 50,000,000

## Chairman of the Board—André Berthelot.

## General Manager—A. J. Pernette.

## HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

## BRANCHES:

Lyon	Hongkong	Yunnan
Marseilles	Hanoi	Vladivostok
Peking	Singapore	Poulovenet
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moulmein
New York	London	Amoy

## IN FRANCE: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

## IN LONDON: London Joint City &amp; Midland Bank Ltd.

## IN NEW YORK: Redmond &amp; Co.

## Correspondents in the Chief Commercial Centres of the World.

## Telegraphic Address: CHIBANKIND.

## Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.

## Terms on application.

## Every description of Banking and Exchange business transacted.

## Special facilities for French exchange.

## M. MONTAGIS, Manager.

## Hongkong, August 17th, 1920.

## VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES.

## SIMPLICITY—RELIABILITY—ECONOMY.

## A STANDARD SERIES.

## FOR WORKING ON CRUDE.

## RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED.

## FOR BOTH MARINE AND LAND USE FROM.

## 100 H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE 10 TO 450 H.P.

## For further particulars apply to—

## WM. C. JACK &amp; CO., LTD.

## 14, DES VEUUX ROAD CENTRAL, HONGKONG.

## SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

## (ROYAL PACKET NAVIGATION CO. OF BATAVIA).

## THE STEAMSHIP "VAN WAERWYCK".

## will be despatched —

## To SINGAPORE, PENANG AND BELAWAN DELI.

## This vessel offers excellent cabin accommodation for saloon passengers.

## Wireless Telegraphy.

## For Freight and passage apply to—

## JAVA-CHINA-JAPAN-LYN.

## Telephone No. 1574.

## Agents.

## ASIA BANKING CORPORATION (AN AMERICAN BANK).

Capital \$4,000,000	Surplus \$1,100,000
HEAD OFFICE: NEW YORK, U.S.A.	

## BRANCHES:

SHANGHAI	TIENTSIN	MANILA
HANKOW	CANTON	CHANGSHA
PEKING		

## All Descriptions of banking business transacted.

## Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.

## American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us.

## Payable Throughout the World.

## N. E. MULLEN, Acting Manager.

## 1181.]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

## INCORPORATED BY ROYAL CHARTER, 1852.

## HEAD OFFICE—LONDON.

PAID-UP CAPITAL	£22,000,000
RESERVE FUND	£23,000,000
RESERVE LIABILITY OF PROPRIETORS	£22,000,000

## FOREIGN EXCHANGE and General Banking business transacted.

## CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

## J. L. CROCKATT, Manager.

## Hongkong, March 27th, 1920.

## THE BANK OF CHINA.